

MANUFACTURERS' RECORD.

A WEEKLY SOUTHERN INDUSTRIAL, RAILROAD AND FINANCIAL NEWSPAPER.

VOL. XXXVI. No. 23.
WEEKLY.

BALTIMORE, DECEMBER 28, 1899.

\$4.00 A YEAR.
SINGLE COPIES, 10 CENTS.

Manufacturers' Record.

PUBLISHED EVERY THURSDAY BY THE
Manufacturers' Record Publishing Co.

RICHARD H. EDMONDS, President.
OFFICE: MANUFACTURERS' RECORD BUILDING,
BALTIMORE.

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SUBSCRIPTION, - - - \$4.00 a Year.
TO FOREIGN COUNTRIES, - - 25s. 6d. a Year.

BALTIMORE, DECEMBER 28, 1899.

Concentrating Southern Force

The Manufacturers' Record continues to note with great satisfaction and appreciation expressions of commendation of its special Baltimore-Southern Supplement. Ex-Governor William A. MacCorkle of West Virginia, who believes that the work "is the best that has been done for the South," writes:

Outside of my modest article I think it is the best short exposition of the South that I have ever seen. I believe that the comprehensive and universally high-class discussions therein will reach more people and will be read by more business men than any other discussion I have ever seen of the South's present and future. The articles (of course, with the above exception) are worthy of the subject, and notwithstanding the splendid discussions in the past, I think this number is attracting more attention than any previous number. Will you pardon a little illustration? I took my copy over to a printing-house to have it bound as a permanent discussion of the South's realities and possibilities. Lying on the binder's table I found two other copies of your Supplement. Upon my request to know what he was doing with them, he remarked that two other gentlemen had just brought them in to be bound in permanent form. That looks as if they were appreciated by the people who are really trying to do some good for the South.

Governor G. W. Atkinson of West Virginia, sending his "thanks as a Southern man for your enterprise and industry," writes:

I have not had time to read all of the articles, but have read enough to satisfy me that this special edition of your paper will prove of incalculable benefit to the Southern States. * * * If I mistake not, this publication will prove a great uplift to our Southern industries.

The Mercury of Huntsville, Ala., under the caption "The South's Best Friend," writes:

The Baltimore-Southern Supplement to the Manufacturers' Record of last week is one of the finest pieces of developmental literature ever broadcasted throughout the country. It is filled with special articles relating to the resources and advantages of the South, and almost every article is presented by a past master in the matter he discusses. The Mercury has often said that the Manufacturers' Record has done more to hasten the development of the South than any other agent, and it now repeats that statement. Richard H. Edmonds is a deep thinker and a man of wonderfully clear foresight, and both his wisdom and foresight are enlisted in the work of improving Southern conditions.

The News of Pensacola, Fla., describing the Supplement as "containing in a series of powerful articles from the pens of nearly a score of the best

writers and most advanced thinkers of the country, a most complete and comprehensive picture of the industrial South of today," says:

These articles are neither local or sectional, but topical, and portray in vivid colors the progress that has been made since the industrial emancipation of the South by the civil war in the development of its marvelous and exhaustless resources. In an exceedingly well-written editorial introduction, sketching with broad treatment the entire Southern situation of today by eloquent references to the phenomenal growth of some of the South's largest resources, the brilliant delineation of the several special articles is condensed and emphasized in a manner that must appeal strongly to the investigations of capital in its unwearying search for profitable investments.

The News of Staunton, Va., which regards the Supplement as "almost an encyclopedia of the South from an industrial standpoint," says:

We have taken occasion several times heretofore to commend as highly as we knew how this admirable journal, which has done so much to widen the circle of the South's industrial activity.

The Galveston (Texas) News says that "one is tempted to use pages rather than clippings" from the Supplement, and the Florida Times-Union and Citizen says:

The Southern Supplement to the Manufacturers' Record is even better than we had ventured to expect, and it will direct the attention of investors to the South as no other authority could. Our ablest and best-informed citizens in every walk of life there set forth in convincing figures what we have done, and they give solid reasons for their conclusions as to what we may do. The matter is too closely written for further condensation; the arguments are too tersely expressed for enforcement. The matter must remain as it has been printed, and criticism would fail to do the text that justice its importance demands.

It suggests that the Supplement should have given more attention to the possibilities of cane culture in Georgia and Florida, and to the supplying in that territory of raw material for the manufacture of starch, but adds:

But how can the subject be exhausted in one compilation? Week after week the Manufacturers' Record is at work, and we would not expect all in one issue. Read the Supplement and keep it for reference. We hope its circulation will be increased by the efforts of every friend of our section, and that every copy will be read till it has become threadbare. Political economists will note that it is the finest possible text-book for a campaign of education in the South. In its pages we read that prosperity has come to us, not through the triumph of any party, but through the labors of brain and muscle and money; that the three together can make of our land a commercial, mining and manufacturing as well as an industrial Eden, and that he who stands in the way of their kindly and harmonious work is an enemy to our country and our people, a rebel against the manifest purpose of Providence and the worst foe to himself. Let him die the political death.

In reproducing these references to the special Supplement the Manufacturers' Record believes that it is re-enforcing the purpose of the original publication, that is, the union of all the best forces of the South in the determination to do all within their power to make the South what it is by nature capable of becoming.

The Voice of a Charmer.

George Wenlarsse, a writer in a Parisian publication, is, according to a cablegram to the Chicago Tribune, seriously alarmed about "the conquest of the world by the United States," as he styles it. He sees in the advance of American manufacturers and the virility of American industry a commercial conquest, Napoleonic in its proportions and threatening a ruin of Europe as complete as if it had been accomplished by force of arms. He finds that the economic equilibrium of the globe is being disturbed by the advance of America in the Orient and the introduction of American cotton, machinery, tools, bridges, wagons, electric cars and motors into China, Japan, India and Africa, and he expects that at the present rate America will have ruined all other countries within the next twenty years.

Wenlarsse's picture is a gloomy one from the European standpoint, but it is no more gloomy than others which have been drawn in recent months by so-called thinkers of Europe. It finds its germ in the exploded theory that no country can succeed commercially except at the expense of other countries. The world is large enough, though, for several nations to make a living in foreign trade without coming to blows with each other. There are, however, certain portions of the globe particularly attractive to merchants. There sharp competition may be expected. Divers expedients may be resorted to by one competitor for the purpose of minimizing the strength of another. No better means to this end could be had than a truckling to the vanity or vain-glory of a rival by pretending that it is the biggest thing yet. In pluming and preening itself at the thought of the weakness of the other, the rival, in accordance with the laws of human nature, will be likely to leave undone things that ought to be done for the success of its foreign ventures, and to do things that ought not to be done. National commercial success, however, must not be allowed to suffer in exuberance of national commercial self-congratulation over figments. It is pleasing to read the views of European economists about our wonderful strength, but we should not permit our pleasure to interfere with the regular exercise of our commercial and industrial thews and sinews.

Channels of Trade.

At the meeting last week of the Louisiana Waterways Association a permanent organization was effected and an active campaign was begun for the improvement of the 4000 miles of waterways in the State. Mr. M. J. Sanders was elected president; Capt. Sidney F. Lewis, secretary, and Capt. Thomas J. Woodward, treasurer. In taking the chair Mr. Sanders expressed the belief that no State has a greater mileage of waterways susceptible to improvement than Louisiana; that beyond the money

spent on the Mississippi, which belongs to the nation, it was evident that many other States having waterways of considerably less importance or possibilities for commerce than Louisiana have had much greater attention bestowed upon them by the federal government; this he attributed largely to a lack of concentrated, energetic effort. The convention, he said, had met for the purpose of uniting all the forces of the State in a movement to bring about the general improvement which will benefit the whole State. Governor Foster, in a letter to the convention, said:

The geographical situation of our State makes it incumbent upon her people in fulfilling their obligations towards the people of the Mississippi valley to fully point out the work which ought to be done by the government of the United States to increase the usefulness of the Mississippi river to a degree commensurate with the growing needs of the commerce and industries of the imperial domain whose waters flow into the Gulf of Mexico through the passes of our great national river.

To enable the agriculturists and the manufacturers of the Mississippi valley to successfully compete with their rivals for the commercial supremacy of the world every means must be devised to cheapen the cost of transportation of the products of the field and workshops of the great valley of which Louisiana and your city are the gateways. Obviously, the first step towards this end is the deepening of the mouth of the Mississippi, so that the largest vessels which navigate the seas may with ease enter the deep waters of the river. Freight charges are rated by the size of the vessel, those vessels with the greater tonnage giving the lowest rates for freights. When it is considered that it is the producer who pays the freight it can be perceived wherein the tens of millions of inhabitants of the Mississippi valley are directly interested in the deepening of the passes of the Mississippi river and in the improvement of the waterways generally, in which must be included the construction and maintenance of the levees.

The conclusions of the waterways convention recently held at Memphis were an unmistakable expression of the sentiment of the people of the entire Mississippi valley upon this momentous question. This people have turned their faces toward the Gulf. They see that it is through the passes of the Mississippi that their commerce can best make its way to Europe, the West Indies and to that continent to the southward which possesses greater undeveloped resources than any other continent in the world. They also see that a canal through Central America will be an accomplishment of the near future. Through this canal the commerce of the valley, depending on its waterways, will make its way to the Pacific coast of the three Americas and to the markets of the Philippines, Japan and China.

Speeches on the same line were made by Col. George H. Vennard, Judge N. C. Blanchard and Gen. Leon Jastremski. The convention recognized that the improvement of Louisiana waterways was a great feature of the improvement of the Mississippi river, which is of such vital importance to all the people of the Mississippi valley. This fact gains weight in view of the possibility of the completion of the construction in the near future of an interoceanic canal, which will tend to increase the necessity for safe and sure navigation of the great river which drains the largest portion of the United States, and which marks the natural flow of trade in the great valley.

The Immune South.

One of the notable features of the financial disturbance before the Christmas holidays was the comparatively small effect it had materially outside of New York city. Twenty years ago, ten years ago, five years ago, any manifestation of the kind would have been felt, and felt keenly, to the uttermost parts of the country. As it was, with few exceptions the attitude of the general public, and this seems to have been especially true of the South, was that of wonder rather than alarm. To be sure the semi-panic was the result of speculation and sharp manipulation, and not of misfortune in legitimate undertakings. But a few years ago it was the most natural thing to expect damage to perfectly proper business as a consequence of the desperation of mere speculation.

It would be as difficult to explain the phenomenon of the South and other portions of the country escaping the ills of financial stress originating in New York as to define clearly the causes of the latest slump. For the South's fortunate escape, however, one may look partly to the fact that through many trials and tribulations and with many losses the South has reached a point where fictitious values have disappeared, and where enterprises requiring money rest upon a most substantial basis, its natural resources developed upon wise and conservative lines and tending to keep more money in local circulation, and partly to the consequent fact that this country is becoming too large, from a financial standpoint, to permit the accidents or incidents of one center to dominate the whole, notwithstanding the persistent efforts of the past generation to strengthen artificially that center's influence. Because of that the South is to be congratulated, even though the revelations of the past week may not have a tendency to hasten the day when artificial props shall be removed without endangering the whole edifice.

In a letter to the Manufacturers' Record Mr. H. E. Gray, president and treasurer of the Merchants & Farmers' Bonded Warehouse Co. of Laurens, S. S., writes:

You have an up-to-date paper, and are doing untold good for our Southern section.

West Virginia Coal.

Chief Mine Inspector J. W. Paul of West Virginia estimates that the output of coal in the State for the calendar year was 19,000,000 tons, and of coke 2,250,000 tons. In the fiscal year ended June 30 last 24,726 men working 240 days mined 18,201,189 tons of coal of 2000 pounds each. The number of machines increased from ninety-six to 140.

A report has been current that large quantities of West Virginia coal have been shipped this year to the Northwestern market. In a letter to the Manufacturers' Record Mr. G. H. Ingalls of the Chesapeake & Ohio Railway Co. writes that for the last five years coal has been sent to the upper lakes by way of Sandusky and Toledo, Ohio, and for the last four years the Chesapeake & Ohio has shipped to the Minneapolis and St. Paul market.

The Merchants and Manufacturers' Association of Louisville, Ky., has elected William Thalheimer, president; D. Barclay, vice-president, and John J. Telford, secretary.

The Chamber of Commerce of Knoxville, Tenn., has determined to issue a prospectus showing the advantages at Knoxville for an iron furnace.

BALTIMORE'S COURTHOUSE.

Interesting Features of the New Building's Construction.

The beginning of the year 1900 will be made locally memorable by the opening of Baltimore's new courthouse. The present plans of the courthouse commission are that this interesting ceremony shall take place January 8, and that the building will be completed in time for the January term. Busy workmen are putting on the finishing touches, polishing and cleaning the walls, woodwork, furniture and floors. The exercises will be simple in character, and will be held in the criminal court or some one of the larger courtrooms, beginning with a short address by Judge Harlan, chairman of the courthouse commission. He will deliver the keys to Mayor Hayes, who will respond for the city. The oration of the day will be delivered by Mr. John P. Poe. After the addresses the building will be inspected by those participating in the ceremonies and the invited guests; a collation will be served, and then the general public will be admitted to see the beauties of the building. Two days will probably be allowed for the general inspection.

The court officials are making preparations for the transfer of all documents and records from the temporary courthouse to the new building. This can probably be done in a week. The furnaces and heating apparatus have been in operation for two months for the purpose of thoroughly drying the building before its occupancy. All the machinery has been carefully tested and is in thorough condition. The building has been under the general supervision, during the entire period of its construction, of the courthouse commission—Judge Harlan, chairman; ex-Mayor Latrobe, Judge Schmucker, Mr. Robert H. Smith, Mr. J. Olney Norris, Mr. Frank N. Hoen and Gen. Felix Agnus.

The recent removal of the builders' fence that for so long had largely hidden the courthouse from view has revealed the magnificent structure in all the richness of its massive beauty, and has brought Baltimoreans more fully to realize that they have the most beautiful and best-appointed courthouse in the United States and one of the handsomest in the world. The entire cost, including ground and furniture, has been \$2,750,000, and the building time was less than four years. In July, 1894, Messrs. Wyatt & Nolting of Baltimore were selected as the architects from among seventy-nine competitors. The contract was let July 22, 1895, to Messrs. John Gill & Sons of Cleveland and D. W. Thomas of Akron, Ohio. August 8 of the same year the work of tearing down the old buildings was commenced, and September 23 the excavation was begun. The first brick in the foundation was laid in January, 1896, and the cornerstone in July of the same year.

The new courthouse occupies the square bounded by Calvert, St. Paul, Lexington and Fayette streets, where formerly stood the old court buildings, the Imperial, formerly Guy's Hotel, and the old Reverdy Johnson mansion. It is 312 feet long by 191 feet wide, and its greatest height, on the Calvert-street front, is 105 feet. The plan of the building is a hollow square, with wings extending across the center, north and south, enclosing two courts. The main entrance is on Calvert street, through large and handsomely-modeled triple-bronze doors, leading to an entrance hall fifty feet square, with arches and vaults springing from piers lined with Old Convent Siena marble. On either side of the vestibule is a flight of stairs of white marble, leading to the second story. From

this vestibule is a corridor leading around the entire building and connecting with the two side entrances, which are in the center of the Lexington and Fayette street facades. These two entrances are also connected by a corridor ten feet wide, lined with marble to the height of ten feet. In the basement are the sheriff's offices, the police and detective departments, the lock-up for the prisoners, the rooms of the superintendent and caretakers and the public toilets. The sub-basement contains the boiler rooms, the dynamos and engine pumps, the electric storage battery rooms and all the machinery for heating, consisting of three large fans, with their engines, which force the warm and cold air through ducts to the various rooms. From the basement a stairway and four elevators lead to the floors above. On the first floor are the two criminal courts, the two city courts, one circuit court and the orphans' court, with jury rooms and clerks' offices, grand jury room and witnesses' room, State's attorney's offices and orphans' court record rooms and register of wills' office. The criminal court vestibule is at the head of the main stairway leading from the Calvert-street entrance. This vestibule is in reality a room thirty-eight feet wide and sixty-four feet long, containing sixteen Numidian columns and lined with Old Convent Siena marble to the height of eight feet. At either end of this vestibule the staircase continues, leading to the second story. To the west is the criminal court room, 50x60 feet. The judge's private room and the witness room adjoin. The court room communicates directly with the jury room and the lock-up. To the east of the criminal court vestibule are the rooms of the grand jury, and immediately opposite the Fayette-street entrance is the additional criminal court, which is similar to the criminal court. The orphans' court is opposite the Lexington-street entrance, and is wainscoted in heavy mahogany pilasters, with vaulted ceiling ornamented in plaster. The slant of the ground is such that on St. Paul street the entrance is on a level with the first story. The St. Paul-street vestibule is 62x26 feet. East of it are the city court and its several rooms. On the north and south are the additional city court and one of the circuits courts. The two criminal courts and the city court are lined with marble to the height of eight or ten feet, and the judges' benches, the jury boxes and the clerks' desks are also of marble.

The Lexington and Fayette street entrances are richly treated in white marble, with Pavonazza columns. The St. Paul-street entrance is lined to the top of the doors with Numidian marble, and is ornamented by four Old Convent Siena marble columns. On the second story are the superior court and additional superior court, with judges' and jury rooms and necessary offices, circuits courts Nos. 1 and 2, with their judges' rooms and offices, and the two courts of common pleas, with the rooms attached to them. The largest and most imposing of these is the superior court, which is immediately in the center of the building behind the loggia on Calvert street. It is 60x50 feet, and is wainscoted to the height of ten feet with Italian marble. It is surrounded by the private rooms of the judges, the female witness rooms, the record office and other rooms belonging to this court. The court of common pleas is finished in the same style as the criminal court, and the circuit court No. 1 is also finished in marble. The other court rooms on this floor are finished in oak. In the first and second mezzanine are the toilets and jury dormitory. On the third floor is the room for the meetings of the

supreme bench, with consultation rooms and clerk's office, the record room and the Bar Library.

The supreme bench room is a circular-domed room, thirty-five feet in diameter, lined with Old Convent Siena marble and containing sixteen Old Convent Siena marble monolith Ionic columns. This court room is surrounded by a corridor especially treated from the others in the building. The Bar Library is a large room, 35x105 feet, with three rooms at either end for reading rooms. The main room is wainscoted to the spring of the vaulted ceiling with rich oak. The reading rooms are in mahogany, and the book-cases will be arranged in alcoves in the main room.

The larger part of this story is given up to the record rooms, which are particularly well lighted, as is true of the entire building. One of the features which is peculiar is that all of the important court rooms are lighted from opposite sides and some of them also from the ceiling. The jury rooms in all cases communicate only with the corridors and spaces through the courtrooms. Comfortable rooms for the juries in case they are locked up at night have been provided, as have also rooms for serving their meals.

The courthouse building is of marble on the base of granite extending to the first-story line, the base being perfectly simple. On this base is the superstructure of marble, showing three stories and a mezzanine to the exterior. The principle feature of the main or Calvert-street facade is the loggia, extending through the second and third stories behind eight monolithic columns four feet in diameter and thirty-two feet high. They are the largest marble columns in single block in the United States. The Old Convent Siena and Numidian marbles used in the building are particularly attractive in color and veining. The marble in the main is from the Beaver Dam marble quarries, near Cockeysville, Baltimore county, Maryland, but some of the ashlar is from other quarries. The granite used in the base is from the Fox rock quarries, Woodstock, Howard county, Maryland. All of the jury court rooms are lined with white marble, while the floors are of mosaic. The fixed furniture is also of marble, only the rooms of minor importance and the non-jury courts being treated in wood.

The main architectural features of the buildings are the four entrances, the criminal-court vestibule, the superior court, the supreme bench and the Bar Library. Of these, the Calvert-street entrance, the St. Paul-street entrance, the criminal-court vestibule and the supreme bench are of Old Convent Siena and Numidian marble. The orphans' court and the State's attorney's offices are richly treated in mahogany. All the corridors are wainscoted in marble, and all the woodwork in the corridors is mahogany. The roof is of copper. Four thousand tons of steel were used in the construction of the building, 40,000 cubic feet of granite, 140,000 cubic feet of marble, including the monoliths, and 14,000,000 bricks.

For the preservation of all court papers, deeds, conveyances, etc., handsome and substantial steel filing cases have been adopted. These cost \$63,000, and were furnished by Messrs. J. B. & J. M. Cornell of New York city.

All of the rough bricks were supplied by the Druid Brick Co. of Baltimore, while the buff and enamel bricks were furnished by the Sayre-Fisher Company of New Jersey. About 3500 cubic yards of concrete were used in the foundation. The iron and steel work was supplied by the Pottsville Bridge Co. of Pottsville, Pa.; the terra-cotta fireproofing by the Terra-

Cotta Lumber Co. of Pittsburg; the plaster by Lennox & Halderman of Chicago; the interior marble work by the Lantz Company of Buffalo, N. Y.; the interior wood by the Batavia & New York Wood-working Co. of Batavia, N. Y.; the glass by the Pittsburg Plate Glass Co. of Pittsburg, and the ornamental glass by Heinigke & Bowen of New York. The painting and finishing was done by D. H. Arthur of Baltimore.

The ornamental bronze work was done by John Williams of New York. This work is very attractive, and consists of the richly-ornamented doors to the Calvert, Fayette and Lexington street entrances, the ornamental gates to the St. Paul-street entrance and the gates and elevator doors. The hardware was furnished by Messrs. William H. Cole & Sons of Baltimore from the Russell & Irwin factory of New Britain, Conn. The vaults and safes were furnished by the Miller Safe & Lock Co. of Baltimore. The ornamental iron work came from the Hecla Iron Works of Brooklyn, N. Y.

The judges' benches and the rest of the furniture of the building cost \$50,000, and was furnished by the Hayden Company of New York. The movable furniture was furnished by the Robert Mitchell Furniture Co. of Cincinnati, the gas and electric-light fixtures by the Mitchell-Vance Company of New York, the granolithic pavement by J. L. Robinson of Baltimore and the curbing by the Guilford & Waterville Company of Baltimore.

The boiler plant of the building consists of water-tube boilers of the Campbell-Zell type, equipped with smokeless furnaces. The total capacity of the plant, exclusive of increased efficiency produced by furnaces, is 500 horse-power, and steam is generated at high pressure for the use of the electric-light engines, fan engines and house supply and fire pumps. The building is warmed by low-pressure steam-heating apparatus and ventilated by mechanical means, using the plenum and vacuum systems, and so arranged to always assure a constant supply of fresh air. Outside of corridors and several rooms on the upper floor indirect radiation is employed for warming the fresh air for the entire building. The radiation is distributed throughout the sub-basement and placed in brick chambers. Direct radiation is used for warming the corridors and vestibules, and semi-indirect radiation for some rooms not warmed by the indirect system. Exhaust steam from engines and pumps is utilized for heating purposes, which can be supplemented by live steam reduced to low pressure by pressure-reducing valves.

Three nine-foot diameter blowers located in the sub-basement deliver fresh air through ducts into the various indirect radiator chambers, where air is warmed, and thence through a system of galvanized-iron ducts delivered to the bottom of upcast heating flues, which latter discharge into the various apartments. The double-duct system is used, viz., cold-air ducts are also connected to the bottom of hot-air flues, and both hot and cold-air ducts provided with mixing dampers controlled by thermostats of the automatic temperature controlling system, with which the entire building is equipped.

The ventilating flues from the rooms discharge into vitiated air ducts in loft, which are connected with the four main vent shafts of the building, two of which are provided with the main smokestacks of boiler plant and two with exhaust fans operated by direct-connected electric motors.

The building is lighted by electricity generated by two 80-kilowatt and two 30-kilowatt generators driven by direct-connected automatic high-speed steam en-

gines. The system of wiring throughout is run in conduits and arranged to have the various sections on each floor of the building under control from the main switchboard. Individual chandeliers and ornamental lighting is also controlled by switches located in the rooms, etc. A storage battery is provided and placed in the sub-basement to provide the current for elevator motors, night lighting and lights for the City Hall, which is located one block away, and which is to be lighted from the lighting plants in this building. There are four electric passenger elevators and one electric ash lift arranged in the building, the motors for which are driven by currents generated by the plant in the building. A filter plant, consisting of two Loomis-Manning filters, filters all water used in the building. The entire mechanical plant was designed by Mr. Henry Adams, consulting and mechanical engineer. The heating and ventilating apparatus, including boiler plant, was placed by Messrs. Crook, Horner & Co. of Baltimore, contractors for the work. Messrs. Cohen & Stoughton of Baltimore placed the electric generating and storage plant, consisting of Armington & Sims engines and Siemens & Halske dynamos and storage battery of the Electric Storage Battery Co.'s make. Messrs. Buchanan & Co. installed all the wiring for lighting, etc., and the Sprague Electric Elevator Co. furnished the elevators.

The copper roof covering the whole structure is the work of the Macwyth Brothers Co. of Buffalo, N. Y.

Eastern Iron Markets.

[Special Cor. Manufacturers' Record.]

Philadelphia, Pa., December 26.

The past six days have been so broken up by the holidays that no business of moment in iron and steel has been done. Pig-iron quotations are the same. The only interest shown last week was by a few large consumers, who asked for special brands of the highest-priced irons, but all are sold up, and they were told they must wait or take poorer iron. We look for big deals in billets soon; also in common iron, for which offers have been submitted during the week for large quantities. All other branches of the iron trade are without special feature. No important business is probable this week. The mills have enough work for an indefinite time. Considerable building has just been announced for the winter and spring, including office-building. It is rumored nails are likely to drop. The scramble for scrap continues. Early in January orders for machinery and mill equipment will be placed on a large scale. Advances from electrical plants and their representatives indicate some big electrical contracts very soon. London importers of American machinery have just cabled additional orders under option limits.

Notes from Bristol.

[Special Cor. Manufacturers' Record.]

Bristol, Tenn.-Va., December 27.

The Virginia Coal & Coke Co. will build 300 to 500 tenement-houses here for its laborers.

The Keystone Coal & Iron Co. will develop its mines at Irondale, Va., having contracted to furnish the Big Stone Gap Iron Co. with 200 tons of iron ore per day.

R. Ballard Thurston of Louisville and others of the Interstate Investment Co. will develop their coal lands at Crab Orchard, Lee county, Virginia.

The output in the Joplin (Mo.) district during the week ended December 23 was 10,702,710 pounds of zinc ore and 1,271,070 pounds of lead ore, valued in all at \$209,472.

VIRGINIA PYRITES MINES.

Their Active Development During the Past Year.

[Special Cor. Manufacturers' Record.]

Mineral, Va., December 27.

The great tide of prosperity which has swept over the Union during the past three years brought to the mining industries of this section their full measure of activity and progress. During the year 1899 all the pyrites mines which had been shipping ore prior to that time were in full operation, and a new mine, the Tinder Flat property, recently purchased by Mr. S. D. Crenshaw of the Virginia-Carolina Chemical Co., is now being opened. The production of the mines has probably been larger than ever before. The market for ore has been active, and prices remunerative, and this has led to an increased interest in the mineral belt of Middle Virginia, with an active search for iron and pyrites properties. Consumers of sulphuric acid and men who desired to buy on speculation have been on the lookout during the summer and fall for lands with promising indications, and the preliminary work of investigation has been pretty thoroughly done in this section. Many tracts of land are now under contract, and a considerable amount of work in prospecting has been done. This is notably true in the neighborhood of Chancellorsville, in Spottsylvania county, where Mr. J. S. Fleming of Richmond and his associates have been making a thorough examination of the mineral deposits of that vicinity for six months or more. Other companies are expected to begin prospecting at various points on the mineral belt when the weather opens next spring, and it may be confidently believed that the outlook for the development of this region is more hopeful than ever before. The largest and most valuable pyrites mines in the United States are located here, while at Dumfries, in Prince William, some forty to fifty miles north, the Cabin Branch mine has for six or eight years been in successful operation under the able and efficient management of Mr. Haynes. It is hoped and believed by those interested in the pyrites industry that other deposits of ore will be found between these two localities.

The geological formation of this region is unusual and peculiar. A great variety of metals and minerals may be found, and deposits of iron are numerous, but neither the practical miner nor the scientific expert can guess which deposit of iron ore, if any, is underlaid with pyrites. So far, at least, as this mineral belt is concerned, there is no known rule by which an opinion may be formed. The formation varies widely at different points, and indications at one place cannot be safely judged by those at another. Each man has his own opinion or theory, and it is likely to prove all a matter of chance or luck as to who makes a valuable find. The work of prospecting is little better than a lottery, and one which necessitates the expenditure of large sums, with long odds against the investor where the work is done at haphazard. Such a thorough and complete examination of the mineral belt as is required for its development would involve an outlay too great to be risked by private individuals of moderate means. But with explorations undertaken upon a large scale and conducted in a systematic way with ample financial resources, the odds are at once reversed, and what would be wild speculation in the one case becomes no more than an ordinary and legitimate business risk in the other. This region undoubtedly offers a most promising field. The attention of men of large capital and great enterprise is now directed this way.

The golden hour is at hand. It is to be earnestly hoped that its development will not be retarded by wild speculation or by extravagant ideas on the part of land-owners as to the value of properties which are as yet untouched, and whose mineral wealth is entirely hypothetical. But if the present owners of land are wise enough to take a sensible and reasonable view of the situation and encourage and aid in the development of this region, and our State legislature shall make no enactment calculated to drive capital out of Virginia or to disturb the confidence of business men, we may hope for a new era in the industrial history of this section, and indeed of all Middle Virginia. The mineral interests of this region cannot be developed without a railroad, and with facilities for transportation all other industries would be quickened and stimulated in such a way as to transform this entire section within a few years.

HENRY M. HOLLADAY.

One Case of Development.

Editor Manufacturers' Record:

I quite often receive a copy of the Manufacturers' Record, and when I read the articles in them, written by some of the ablest writers and best-posted men in the country, I consider it much the best for me to read their articles than to even try to write myself.

I came from Northern Ohio in 1867 to Coal Creek. I saw that with the vast amount of coal, minerals of all kinds, timber by the thousand acres yet untouched, and good farming lands sufficient to support millions of people, and one of the finest climates in the world, it was an "undoubted" fact that the South must advance with rapid strides.

At Coal Creek we shipped a few cars of 16,000 pounds per car (no more allowed on a car) per day at that time. Now they ship nearly as many trains per day of coal as cars at that time; cars of 40,000 and 60,000 pounds; some improvement there.

I came to Oliver Springs in January, 1870; only three or four small houses; one store, which I bought out for \$265. I paid \$100 for a small piece of ground, built a small store on it and began selling a few goods and looking out for coal interests. I was laughed at when I claimed coal would be shipped on cars from this place. Still I have lived to see train after train go out from mines here day and night. The railroad is not twenty feet from the building on the lot I first bought, and on the lot is a business house of three floors, 52x72 feet, and this is only one of nine business houses in the town, and another now going up. It looks like some improvement had been done here. We have three or four good church buildings, good school building, lodge-building, etc., and a 150-room hotel. This is only one of hundreds of such places in the South to be built up, as they surely will be. The Manufacturers' Record is doing a great deal of good for the South. We need help and assistance from the North. This we will get just as fast as we deserve it by taking hold ourselves. Our farmers buy too much and sell too little. E. A. REED.

Oliver Springs, Tenn.

Polk County Resources.

Editor Manufacturers' Record:

Please allow me a small space in your paper for the purpose of giving your readers some information in regard to the mineral and timber resources in Polk county, Tennessee. We have extensive beds of iron ores, including brown hematite and manganese of a fine quality. We have also kaolin, marble, slate, barytes, red and gray sandstone for building purposes. In fact, the country between the

Conasauga and Hiwassee rivers is simply a bed of minerals. Then we have large forests of virgin timber, such as pine, oak, hickory, poplar and other hardwoods. These minerals and timbers are found along the bank of the Conasauga river, one of the boldest streams in our county, offering great facilities for water-power for all purposes. A dynamo operated by this stream would meet with great success in any manufacturing line. At the confluence of Conasauga river and Minnewauga creek are situated the well-known Minnewauga Springs. There are about seventy-five of these, possessing fine curative powers. B. G. WILLIS.
Conasauga, Tenn.

To Prevent Fire Loss.

In his terse, comprehensive report to Governor Lowndes, State Fire Marshal Edwin J. Lawyer of Maryland makes the following suggestions, based upon the experience of his office and applicable to other States as well as Maryland:

"The adoption of a general building law to apply to the smaller cities of the State, to insure safe exits for all places of amusement, schools, institutions sheltering any large number of persons and factories, and the construction of fire-escapes on every building where otherwise life would be menaced by fire.

"Intelligent and skilled supervision of electric wiring of buildings, either by a system of license similar to that of plumbing, or by official superintendence.

"Greater care in the construction of flues, and in the arrangement of furnace pipes.

"Special attention at the oncoming of winter to the protection of pipes and hydrants freezing.

"The general extension of fire-drills in public schools to diminish the chances of panic in time of fire."

Launch of the Stockton.

The torpedo-boat Stockton was successfully launched at Richmond yesterday. This is the second vessel for the United States Navy built by the William R. Trigg Shipbuilding Co. to be launched. The dimensions of the boat are: Length, 175 feet; beam, 17 feet; draft, 4 feet 8 inches; displacement, 165 tons. The trial speed is expected to be twenty-six knots.

Frank Leslie's Popular Monthly for January starts the new year in great form, with a generous literary and artistic menu, including the following pieces de resistance: "America at the Paris Exposition," a comprehensive article by the Hon. Ferdinand W. Peck, commissioner-general for the United States, thoroughly illustrated from the official plans with views, portraits, maps, etc.; "England's Free Hand on the Nile," by G. W. Stevens, the world-famous correspondent of the London Daily Mail, and author of "With Kitchener to Khartum," brilliantly illustrated by Warren B. Davis and H. C. Edwards; "Wayside Views of Life in Persia," by that keen and philosophic observer, Robert E. Speer, who brings from the ancient, historic land many up-to-date pictures, photographic as well as mental; "Artistic American Furniture," by Florence Milner, who describes with fine esthetic taste, as well as thorough knowledge, the fin-de-siecle products of the city of Grand Rapids, Mich., which is the great furniture-manufacturing center of America; "New Year's Day in Japan," by that interesting Japanese writer, Onoto Watanna; S. R. Crockett's latest story (complete), entitled "The Promotion of Sergeant Cubbison;" another quaint short story, "The Misses Potter's Chaperone," by Harriet Nash, and a good instalment of the new Sheridan-like "Bath Comedy," by Agnes and Egerton Castle, illustrated by F. Luis Morn. There are also delightful poems and "Marginalia" sketches by Edith M. Thomas, Robert Loveman, Alice Hallam, Wallace Dunbar Vincent, Elinor Swatman, Margaret P. Boyle and R. K. Munkittrick.

FOREIGN TRADE.

This department is designed to set forth opportunities for the extension of the trade abroad of American manufacturers, and to record facts about the rapidly-developing commerce of the South.

A RUSSO-CHINESE CITY

To Be Constructed as a Trans-Siberian Railway Terminus.

In a letter to the Manufacturers' Record the Port Arthur (China) house of Cornabe, Eckford & Co. of Chefoo and Wei-Hai-Wei writes as follows: "You, of course, are aware that this is a great naval and military station in the hands of Russia. Railway material and stores are the principal imports, therefore. You are also aware, no doubt, that the Russian government is preparing a large city to be called Dalnee on the northern shore of the Ta Lien bay, where the great Trans-Siberian is to have its most important terminus. It is unnecessary for us to point out to you the innumerable things that a new city will require, and if you would be good enough to pass our name on to your advertisers and other friends we should always be happy to hear from any of them as to their particular class of manufactures and give them the best advice we can."

Southern Exports and Shipbuilding.

For the eleven months ending November 30 the tonnage of vessels built in Scotch ship-yards was 443,279, an increase of 30,000 tons over the preceding year. During November twenty-five vessels were completed, representing about 40,000 tons, compared with ten vessels, representing 31,000 tons, in November, 1898. As the Scotch ship-builders construct a large number of the steamships plying between Southern ports and Europe, the expansion of Southern commerce is responsible to a certain extent for the activity in this industry.

A Market for Rails.

United States Consul Goding at New Castle, New South Wales, believes that there is an excellent opportunity there for the sale of steel rails. He writes: "There is a great scarcity of steel and iron rails in this colony. Should our manufacturers look into the matter at once I believe they could secure a large order—perhaps £200,000 (\$973,300) worth. The colonial authorities are very anxious to obtain rails, and, I am led to think, may consider favorably orders from the United States."

Sugar Machinery for Mexico.

One of the fleet of the Mexican Gulf Steamship Co. recently left New Orleans with a cargo which included a large quantity of machinery for manufacturing. It is stated that the sales of American machinery for this purpose in Mexico are steadily increasing. The shipment in question was purchased of firms in New Orleans. It is intended for the works of the San Carlos Sugar & Coffee Co.

New Line to West Indies.

A dispatch from Norfolk, Va., states that Messrs. William Lamb & Co. are interested in a proposed steamship line to run between Norfolk and West Indian ports. It is to be called the United States Towing & Transportation Co.

Jottings at the Ports.

The United States Towing & Transportation Co., recently organized at Norfolk, Va., will engage in general transportation business by water. It is understood that the company will make a specialty of coal shipments.

RAILROAD NEWS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

ANOTHER RAILROAD EXPANDING.

Carolina & Northwestern to Be Re-built and Extended—How Industries Have Benefited It.

In a recent issue of the Manufacturers' Record the announcement was made that the Carolina & Northwestern Railroad had been sold to a company of which Hon. W. A. Barber is president. Mr. Barber writes the Manufacturers' Record that the present owners have decided to change the road from narrow to standard gauge and to extend it in both directions. The Carolina & Northwestern is one of the most important narrow-gauge roads in the country. It was originally known as the Chester & Lenoir, as it extended from Chester, S. C., to Lenoir, N. C., a distance of 110 miles. It is one of the best paying short lines in the country, despite the fact that the company has been handicapped because standard-gauge rolling stock could not be used upon the line. During the year last reported it earned \$115,000, of which nearly \$40,000 was net. After deducting charges of all kinds a surplus was left of \$19,000.

One of the principal causes for its prosperity has been the large number of cotton mills along the road. At nearly every station is located one or more factories of this class, including some of the most extensive in the South. They have liberally supported the road, and with the improvements contemplated, its earning capacity will doubtless be considerably increased. It has been reported that the owners were acting in the interest of one of the larger Southern systems, but this has not been confirmed. It is understood that the proposed extensions will be from Chester south to Charleston or some railway connecting with it, and from Lenoir to the West Virginia coal fields. With the proposed extensions the road would secure a large coal traffic, and at the same time be of great benefit to Charleston, as it would open up this market to the manufacturing section which it traverses and give it a direct route to the coal fields.

New Roads in South Carolina.

The railroad record of South Carolina for 1899 has been a very creditable one. Altogether it is calculated that nearly 200 miles of road have been built during the year mentioned. The prospects for the coming year are as bright. Among the principal projects are the construction of a railroad from Osborne, where it will connect with the Seaboard Air Line, to Conway, a distance of about 100 miles. Work has also begun upon a line twelve miles in length between Glenn Springs and Union. The Conway & Seashore Railroad, a project which represents fifteen miles, will also be completed early in 1900. The Carolina & Northern Railway, now under construction in Western North Carolina, it is understood, will extend as far as Georgetown, S. C., adding a considerable mileage to the latter State. This road, as already noted in the Manufacturers' Record, is being promoted by a Philadelphia syndicate. The Seaboard Air Line is already working on its extension from Cheraw to Columbia, which will represent eighty miles, and it is understood that work will also begin upon the Chattanooga, Augusta & Charleston Railroad, another branch of the Seaboard, before the close of the year.

During the year 1899 more railroad line was constructed within the boundary of the State than for any similar period in

its history, except 1853, when 204 miles were built.

Important North Carolina Line.

According to a dispatch from Mt. Airy, N. C., work is rapidly progressing on the Mt. Airy & Eastern Railroad. This enterprise is being carried out by a company of which T. E. Houston of Chester, Pa., is president; Walter H. Tunis of Baltimore, vice-president, and W. W. Whyte of West Virginia, secretary and treasurer. The first section of the railroad is being built from Mt. Airy to the headwaters of the Dan river, a distance of about twenty miles. Estimates made of the timber land in this section of North Carolina show that it covers over 20,000 acres. A company called the Mt. Airy Lumber & Manufacturing Co. has been formed, which has secured control of the timber in question. Mr. Tunis is president of the company; J. D. Minnick, secretary and treasurer, and W. T. Poole, manager. It is stated that the completion of the railroad will be followed by the construction of a number of manufacturing enterprises, including pulp mills, a tannery and cotton mills, in addition to the lumbering industry. The new railroad will connect with the Cape Fear & Yadkin division of the Atlantic Coast Line at Mt. Airy.

A Reported Sale.

A dispatch from Birmingham, Ala., is to the effect that the East & West Railway of Alabama has been sold to parties representing the Kansas City, Memphis & Birmingham Railroad, and that it is to be extended to Birmingham, as originally intended. The East & West Railway is now in operation between Cartersville, Ga., and Pell City, Ala., a distance of 117 miles. At Pell City it connects with the Southern, also the Birmingham & Atlantic Railroad, and at Cartersville with the Western & Atlantic. It has been owned by a company of which Edward Kelly, the New York banker, is president. The East & West traverses one of the most extensive mineral districts of the South. Its connection with the Kansas City, Memphis & Birmingham would give the latter company a very important Eastern extension and an opportunity to reach Atlanta.

Southern Railroad Construction.

The statistics compiled by the Railroad Gazette of construction in the United States during 1899 indicate that nearly 4600 miles have been built, more than for any similar period since 1892. Among the new lines the Gazette notes the Jacksonville & Southwestern, which has completed fifty-four miles in Florida; the Gulf & Ship Island, seventy-three miles in Mississippi; the El Paso & Northeastern, ninety miles in Texas and New Mexico, and the Atlantic, Valdosta & Western, sixty-one miles in Florida and Georgia. In the compilation the South makes an extremely creditable showing. New mileage in Alabama is given as 161; Arkansas, 265; Florida, 148; Georgia, 137; Kentucky, 12½; Louisiana, 149; Maryland, 31; Mississippi, 148; North Carolina, 91½; Tennessee, 118½; Texas, 94; Virginia, 89½; West Virginia, 38. This represents nearly 36 per cent. of the total mileage as computed by the Gazette.

Important Electric Line.

Two of the most important cities in Texas will be closely connected, like St. Paul and Minneapolis, by a trolley system. J. P. Withers, president of the Grayson County National Bank of Sherman, is the principal promoter of the enterprise, and has formed a company with ample capital to carry it out. In a letter to the Manufacturers' Record he writes

that the road will be about twenty miles long. The line between the cities—Sherman and Denison—will be nine miles in length, and the balance of the system will be within their limits. Engineers have made the necessary surveys, and the company is nearly ready to let contracts. Power will be furnished from a station midway between Sherman and Denison, and it is calculated to furnish a system of electric lights as well as power for the operation of the cars.

Sale of Monongahela River Road.

It is announced that the Baltimore & Ohio has purchased the Monongahela River Railroad in West Virginia. This line has been closely associated with the Baltimore & Ohio interests for some time past. It is thirty-one miles long, with thirteen miles of branches, the main line extending from Fairmont to Clarksburg, W. Va. The interest on its bond issue is guaranteed by the Baltimore & Ohio Railroad, and it has practically formed a portion of its system as far as its operations are concerned. It is the outlet for one of the most extensive coal deposits in West Virginia.

Favored the Consolidation.

At the annual meeting of the Seaboard & Roanoke Railroad Co., held at Portsmouth, Va., a resolution was adopted approving the proposed consolidation of the railroads comprising the Seaboard Air Line system with those of the South-bound Railroad Co., the Georgia & Alabama and the Florida Central & Peninsular; authorizing and empowering the president and directors of this company to join in such agreements as may be necessary to bring about the creation of the system proposed.

Railroad Notes.

The Atlanta & West Point Railroad Co. has ordered two passenger engines, which have been completed by the Rogers Locomotive Works of Paterson, N. J.

Henry Wood, vice-president of the Choctaw, Oklahoma & Gulf Railway Co., has resigned his position, but will act as general manager of the Choctaw & Memphis system and as assistant to President Gowen.

Mr. Russell Harding, vice-president of the St. Louis Southwestern Railroad Co., has resigned his position to become general manager of the Missouri Pacific. Mr. W. B. Doddridge, the present general manager, has been appointed second vice-president for the system.

The Queen Anne's Railroad Co. is arranging for a passenger service between Baltimore and Cape May, N. J. Its present terminus is at Rehoboth Beach, and it is proposed to establish a ferry line across Delaware bay between Lewes or Rehoboth and Cape May.

The Watts Official Railway Guide for December is one of the most complete numbers of this work which has yet been published. In addition to a large amount of information relative to railways and hotels in the South, it also contains an excellent map of the Southeastern States.

The Memphis & Chattanooga Railroad Co., which is the title of the Southern's proposed branch between Chattanooga and Stevenson, Ala., has been organized by the election of H. S. Chamberlain of Chattanooga as president, and O. C. Ochs, secretary and treasurer.

In a letter to the Manufacturers' Record Mr. Geo. R. Brown, secretary of the Little Rock Board of Trade of Little Rock, Ark., writes that the business men have succeeded in securing \$230,000 in stock subscriptions for three different railroad lines which will be built in the city,

TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the Manufacturers' Record. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

FOR FINE HOSIERY YARN.

New 10,000-Spindle Mill at Sylacauga in Course of Erection.

[Special Cor. Manufacturers' Record.]
Sylacauga, Ala., December 22.

Situated at the junction of two branches of the Louisville & Nashville and of the Central Railway of Georgia, in Talladega county, Ala., fifty-three miles southeast of Birmingham and ninety-four miles northeast of Montgomery, is the town of Sylacauga, with 2000 people and a splendid college for white males and females and a market for 15,000 bales of cotton. With a lovely climate and bold springs of water, underlaid by the vein of marble which furnished the Alabama block of marble in the Washington monument, and with as fine brick and tile clay as is in America, and supply of brown iron ore pronounced by the late Sam Noble to be unsurpassed in quality and quantity, and with cotton fields around it and forests of long-leaf pine within a mile, it has never had a cotton mill.

Today is its turning-point, as the cornerstone of the McDonald Cotton Mills was laid by Master "Joe," the little son of the originator and largest stockholder in the mills, Capt. John Bacon McDonald of the regular United States army. The main building is 350 feet by 100 feet, of brick. There will be 10,000 spindles, to make fine hosiery yarns out of 4000 bales of cotton annually with the aid of 400 operatives. The capital stock is to be \$200,000, fully paid up. The buildings and machinery will cost \$165,000, and to be ready for turning out yarns next summer. The mill's officers are Dr. J. E. Pearson, president of Bank of Sylacauga, president, and Henry Smith, the present superintendent of the cotton mills at Sycamore, five miles east of here, superintendent. Capt. J. B. McDonald and W. K. Quilhot of Amsterdam, N. Y., are vice-presidents, and E. W. Ledbetter and R. A. Bacon, respectively, the secretary and the treasurer.

Suggesting a Cotton Mill.

In a letter regarding the project for the construction of a cotton factory at Little Rock, Ark., Mr. G. W. Hamilton, president and secretary of the Crown Cotton Mills of Dalton, Ga., has written to Col. William Sparling expressing gratification at the prospects of the undertaking. He says that the number of operatives to be employed and the number of bales to be used by a \$100,000 cotton mill depends upon the class of goods to be manufactured. For sheetings and coarse goods he estimates that 5000 spindles with other machinery could be used, employing 200 operatives and using from 2000 to 3000 bales a year. He adds: "At present there is a great demand for yarns for knitting and other purposes at prices that give good dividends. With \$100,000 you could equip a yarn mill with 7000 to 8000 spindles, and in the future, if you found there was more money in cloth, you could easily add weave-shed and looms. You should first decide what you intend to make and equip your mill for that product. You can hardly make a mistake, as there is a demand for all classes of cotton-factory

products, and with proper management you will make a success. I have often wondered why your city did not have a cotton factory. The situation is certainly favorable. The South should manufacture the bulk of her cotton, and will do it in the near future. Those first in the field will reap the greatest benefits."

To Double 25,000-Spindle Mill.

The directors of the Dallas Manufacturing Co. of Huntsville, Ala., held their special meeting last week to decide as to the proposed doubling of its capital stock and mill, as recently mentioned was proposed. The extensive enlargement was duly authorized, and the company will at once double its capital stock of \$614,000 and build a new plant of 25,000 spindles and about 1000 looms. An entire new duplicate mill will be built. Arrangements for awarding building and machinery contracts will be completed as soon as possible in the new year. The resolution authorizing the increase provides that the new stock shall not be sold for less than par and the present stockholders shall be given preference of first purchase. Each stockholder has been notified of the directors' action. Mr. Seth M. Milliken of New York is president of this company, and Thos. B. Dallas of Nashville, Tenn., is secretary-manager.

Another Large Mill for Gastonia, N. C.

Mr. G. W. Ragan of Gastonia, N. C., who resigned several weeks ago as secretary-treasurer of the Trenton Cotton Mills, will organize another cotton-mill company at once. At a preliminary meeting held last week to consider the project subscriptions for \$125,000 were secured, and it was decided to build a mill of 6000 spindles. It is probable that the capital will be made \$200,000 and a 10,000-spindle mill built. Mr. Ragan retires from the Trenton company January 1, and will give his entire time to the completion of the organization of the new company, and it is expected that in a few weeks final arrangements will be complete for awarding machinery and building contracts. Others interested are Messrs. A. A. McLean, C. E. Adams, L. L. Jenkins and J. D. Moore.

New Mill at Canton, Ga.

The Canton Cotton Mills of Canton, Ga., filed application for charter last month, as stated at the time. During the week the stockholders met and elected directors as follows: Messrs. R. T. Jones, Thomas Hutcherson, T. W. Hogan, T. M. Brady, B. F. Crisler, W. J. Webb and William Galt of Canton, Ga.; Samuel Tate of Tate, Ga., and R. F. Maddox of Atlanta, Ga. R. T. Jones was chosen president and general manager. The directors awarded contract to machinery builders of Lowell, Mass., for the complete equipment of machinery, which will include 5000 spindles and complement of looms to produce a line of goods for export. The plant (buildings, machinery and twenty operatives' houses) will cost about \$105,000.

West Point (Ga.) Mills.

The annual stockholders' meetings of the Lanett Cotton Mills, the West Point Manufacturing Co., the Riverdale Cotton Mills, the Lanett Bleachery & Dye Works and the Chattahoochee Valley Railroad was held at West Point, Ga., last week.

L. Lanier, president of the companies, writes the Manufacturers' Record that the year's business was very satisfactory and the usual dividends were declared. The officers and directors of the separate companies were re-elected.

The several industries were largely im-

proved during the year, the three cotton factories having now in place about 100,000 spindles. The bleachery and dyeing plant was also extended greatly.

The Cotton Movement.

According to the report of Col. Henry G. Hester, secretary of the New Orleans Cotton Exchange, the amount of cotton brought into sight for the 113 days of the season was 5,576,770 bales, a decrease from the same period last year of 1,534,840. The exports were 2,410,968 bales, a decrease of 1,358,473 bales. Takings by Northern spinners, 1,303,697 bales, an increase of 282,858; by Southern spinners, 544,279 bales, a decrease of 51,243 bales.

Doubling a 11,000-Spindle Mill.

Mr. Robert L. Steele, president of the Steele's Mills at Rockingham, N. C., informs the Manufacturers' Record that his mill will be doubled at once. This mill is equipped with 11,200 spindles, 300 looms and necessary complement, manufacturing print cloths, and the improvement will involve the investment of more than \$100,000 additional. The company has placed contracts for the new machinery.

New Carolina Mills.

During the past year, according to statistics of the secretary of state, eleven mills, representing a capital of \$3,275,000, were chartered, and fully organized in South Carolina, the capital of sixteen mills was increased by \$2,429,000, and commissions of corporations were issued for fourteen mills, with a prospective capital of \$2,275,000.

Textile Notes.

The citizens of Amite City, La., have started a movement for the erection of a cotton factory. Duncan F. Young is secretary of the committee.

The Anniston (Ala.) Hosiery Mills will double the capacity of the plant. Present capacity is 125 dozen pairs of hose daily. Contracts for the new machinery will be awarded soon.

The Eureka Cotton Mills of Chester, S. C., will build an addition for use as a weave mill. Plans for the improvement have been completed. The company's mill has now 11,000 spindles and 200 looms in it.

Eastern capitalists have made a proposition for the erection of a large cotton mill at Clover, S. C. The offer is reported to be the furnishing of necessary capital, provided Messrs. W. E. Morton and M. L. Smith of Clover will act as superintendent and secretary-treasurer, respectively.

The Humboldt (Tenn.) Cotton Mills, reported last week as chartered, contemplates building a plant of 3000 spindles and complement of looms to manufacture cotton cloth three and four yards to the pound. The company also is desirous of engaging a superintendent who will invest in the new mill.

The Liberty Silk Co. of 548 W. 57th street, New York city, contemplates the erection of a branch mill at Newport News, Va. H. A. Van Liew, president of the company, has written the Newport News Board of Trade relative to securing site and obtaining local capital for investment in the branch.

The Parker Cotton Co. of Goldsboro, N. C., contemplates erecting a mill of 5000 spindles for producing hosiery yarns, and possibly a weaving mill will also be considered. W. K. Parker of the company asks manufacturers of cotton machinery to quote him estimates on complete mills as above referred to.

The Valley Cotton Mills of Greenville, Miss., reported recently as organized, ap-

plied for charter last week, the capital stock being placed at \$100,000, with privilege of increase to \$500,000. The incorporators are Messrs. J. W. Harrow, J. A. Crawford, W. A. Jewell, J. D. Smith, Ed. Taylor, W. Isenberg and others.

The Columbus (Ga.) Manufacturing Co., now building mill, has decided to build for 20,000 spindles instead of 10,000, as was at first announced when the company formed. Boston directors of the company visited Columbus last week and made this decision. The plant is expected to be completed by April 1. F. B. Gordon is president.

The Melrose Knitting Mill Co. has been incorporated at Raleigh, N. C., for the erection of a knitting factory. The incorporators are Messrs. J. S. Wynne, F. T. Ward, G. E. Leach, E. C. Smith, C. G. Latta, B. S. Jerman, C. E. Johnson, H. E. Litchford and T. B. Womack. G. L. Leach states that machinery will be installed for the better class of knit underwear.

W. C. Coker of Darlington, S. C., writes confirming the announcement that the Darlington Manufacturing Co. will put in 5000 additional spindles, as noted last week. Mr. Coker is president of the company, and states that arrangements are now in progress for a substantial addition to the mill. It is also probable that more than 5000 spindles will be added. The plant has now 12,000 spindles. The proposed improvements will cost over \$75,000.

The erection of a cotton mill of 2000 spindles and from thirty-six to fifty looms is contemplated at Taylorsville, N. C., and Mr. E. L. Hedrick can give information. It is proposed to construct a dam in river to develop power for operating the machinery. The equipment is now wanted, and second-hand machinery will answer. It is contemplated to arrange with parties to put in the machinery as payment for stock in company. The product to be 4x4 sheeting.

The market for cottonseed products in Texas continues firm, with values unchanged. Prime crude oil, loose, is quoted at 24½ to 25 cents per gallon, and prime summer yellow oil, 26½ cents; lint, per pound, 3½ to 3¾ cents, all f. o. b. mill at interior points. There is a good export demand for cake and meal, which is quoted at \$19.50 to \$20 per ton delivered at Galveston. The receipts of cottonseed are light. The price, however, remains at \$9.50 per ton f. o. b. interior towns.

It is stated that J. E. Houseall of Polk county, Georgia, and J. A. Wynn of Rome, Ga., are about to establish a well-equipped plant at Cedartown, Ga. The capacity of the mill will be twenty-five tons of seed per day. The capital stock is \$20,000. The company will have everything in readiness for handling next year's crop.

Prof. L. C. Glenn of the South Carolina College has been engaged in preparing for publication as a bulletin of the North Carolina geological survey a cartography of the two Carolinas. The volume will include, as far as possible, a notice of every map that has ever been published of the Carolinas or any parts of them, as well as the early maps of the coasts made by the various discoverers.

The Texas Real Estate Association, of which Mr. T. J. Skaggs of Fort Worth is secretary, is agitating a national convention of real-estate owners and dealers to meet in some Southern city.

Plans are on foot for the establishment of a steamship line between Norfolk and the West Indies. Messrs. William Lamb & Co. are the projectors.

PHOSPHATES.

Phosphate Markets.

Office Manufacturers' Record,
Baltimore, Md., December 27.

There is a fairly active business being done in the phosphate line, and local firms report a good demand for rock. In sympathy with other fertilizer ingredients, prices are firm, and trade is in a very satisfactory condition. At all points in the Southern phosphate belt producers are vigorously pushing the work of mining in order to fill out standing engagements. South Carolina rock is in fair demand, and several foreign shipments will be made in early January. Prices are very steady at \$4.25 to \$4.50 for crude and \$4.50 to \$5 for dried, all f. o. b. Ashley river. In Florida the outlook for a good business in 1900 is very encouraging, and the demand, both for land rock and pebble, is very decided. Prices are firm, with shipments for the year liberal from all ports. The situation in Tennessee continues to attract the attention of investors, and desirable phosphate lands are being rapidly taken possession of. The Giles Phosphate Co. of Giles county, Tennessee, has secured some valuable territory, and samples of rock on its property is said to show a percentage of 68 to 83, or an average of about 75 per cent. This company has immense beds of rock, which will be developed, and which stand second only to Mt. Pleasant. The weather in the Tennessee phosphate field has restricted operations in mining, and scarcity of cars has curtailed shipments. Prices are barely steady for both domestic and foreign export rock. The following phosphate charters were reported last week in New York: British steamer Marion, 1218 tons, from Port Royal to the Tyne at 14/6; steamer City of Everett, 1858 tons, from Port Tampa to Cartaret on private terms; schooner Longfellow, 229 tons, New York to Charleston, and schooner J. H. Edmonds, 270 tons, from Cartaret to Wilmington, Del., at 85 cents.

Fertilizer Ingredients.

Business in ammoniates is fairly active for this period of the season, and the Eastern demand, as well as Southern business, is more pronounced. Prices in the West are strong, and show slight advances as the season progresses. Prices are generally well maintained for all material, and sales for the week have been at full figures. Nitrate of soda is a shade easier, owing to late arrivals.

The following table represents the prices current at this date:

Sulphate of ammonia (gas).....	\$2 90 @ 2 92½
Nitrate of soda.....	1 70 @ 1 72½
Blood.....	2 02½ @ 2 05
Hoof meal.....	1 80 @ —
Azotine (beef).....	1 90 @ 1 95
Azotine (pork).....	1 90 @ 1 95
Tankage (concentrated).....	1 82½ @ 1 85
Tankage (9 and 20).....	1 87½ @ 1 90 & 10
Tankage (7 and 30).....	17 00 @ 17 50
Fish (dry).....	20 00 @ —
Fish (acid).....	12 00 @ —

Phosphate and Fertilizer Notes.

The British steamship Kilda cleared last week from Savannah for Kobe, Japan, with 26,087 tons of Florida phosphate rock among her cargo, valued at \$26,870.

The British steamship Strathmore cleared last week from Savannah, Ga., for Bremen and Antwerp with 2300 tons of high-grade Florida phosphate rock for the latter port.

It is stated that Pennsylvania capitalists are negotiating for several thousand acres of phosphate land in Williamson county, Tennessee. The deposits of phosphate in this tract are said to average from 71 to 78 per cent. The syndicate will have a capital of \$1,000,000, and the site selected for the plant is on Spencer's

creek, near the phosphate beds. The lower grade will be manufactured into fertilizer and the higher grade exported.

The fertilizer factory at Lynchburg, Va., operated by the Lewis & Johns Manufacturing Co., was destroyed by fire last week. The loss is estimated at \$20,000. There was an insurance of \$11,000 on the stock, but nothing on the buildings. The business will be continued.

The British steamship Riftwood sailed on the 19th from Port Tampa with a cargo of 2266 tons of pebble phosphate from the Palmetto Phosphate Co. for St. Nazaire, France. The steamship David Mainland from Bermuda arrived at Port Tampa on the 18th, and the schooner George M. Grant on the 19th, both for phosphate cargoes.

It is rumored that an extensive phosphate plant will shortly be erected in Franklin, Tenn. Capitalists from Pennsylvania who have been negotiating with Williamson county parties find that the rock is 71 to 78 per cent, bone phosphate, and are anxious to build a plant there at once. The proposed company will have a capital of \$1,000,000.

The Giles Phosphate Co., recently organized by prominent citizens of Pulaski and Columbia, Tenn., has secured control of valuable phosphate territory located about ten miles from Pulaski and five miles from Beauford station. Samples of the rock in these deposits have been analyzed and found to grade from 67 per cent. to 83 per cent., giving an average of about 75. The section embraces from 5000 to 10,000 acres, and it is estimated to contain from 2,000,000 to 3,000,000 tons of rock, and second only to the phosphate rock found in the Mt. Pleasant district.

Literary Notes.

Thirty-two authors, ten illustrators and eight photographic artists contribute to the excellent January issue of the *Ladies' Home Journal*. Among the special features are "The Home-Coming of the Nannies," by W. A. Fraser; "The Boer Girl of South Africa," by Howard C. Hillegas; "Where the New Century Will Really Begin," by John Ritchie, Jr.; "A Merry Woman's Letters to a Quiet Poet," edited by S. T. Pickard; "The Mother of the Stars," by Amelia H. Botsford; "A National Crime at the Feet of American Parents," by Edward Bok; "The Minister and the Organ," by Ian Maclaren; "The Rehearsal of a Play," Molly Donahue's *Musical*, by the author of "Mr. Dooley"; "Edith and I in Paris," "Her Boston Experiences," "The Autobiography of a Girl," etc.

"Three Men on Four Wheels" is Jerome K. Jerome's rather eccentric title for the series of humorous stories which he has just completed for the *Saturday Evening Post* of Philadelphia. Everyone who has read "Three Men in a Boat"—and who has not?—will wish to follow the misadventures of Mr. Jerome and his two companions on their tour through Germany astride a tandem and a safety. Mr. Jerome's wit is no less keen, nor his humor less kindly, than when he scored his first great literary success ten years ago.

The January Century will contain a poem by Rudyard Kipling, "In the Matter of One Compass." Dr. Mitchell's story, "The Autobiography of a Quack," ends in that issue, but another serial by Dr. Mitchell will begin in the March number. It is called "Dr. North and His Friends," and one who has read the manuscript calls it "an epitome of the science, culture and common sense of the nineteenth century."

COTTONSEED OIL.

This department is open for the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

The Market for Cottonseed Products.

New York, N. Y., December 27.

Notwithstanding the dullness characteristic of this season, considerable business has been transacted with regard to cotton oil during the week. Local, Western and Southern refiners have purchased of crude liberally at 24½ cents Texas prompt and 25 cents February. The undertone of the market is stronger, the circumstance being emphasized by the fact that few holders are desirous of doing business on the latter basis of price or at 25 cents for crude, February delivery. At this market 29 cents is asked, with 28 to 28½ cents bid. Arrivals are light, and as stocks are not heavy and the outlook indicates a firm market, no disposition to hastily sell is apparent. The export trade gives evidence of renewed activity with regard to prime yellow, 32 cents being asked by holders. In this connection it is worthy of note that foreign companies are realizing that developments in the American cotton-oil market indicate a higher plane of prices rather than a lower one, the probable result being materially increased business during the early part of January. Lard is well maintained with regard to price, 5.52½ cents being quoted for January delivery, Chicago. Tallow prices are easier, with a tendency toward lower values, 5 cents being the quotation of this section. Concerning refined cotton oil, the healthful position of the lard market has done much toward strengthening prices. The position of the tallow market, too, notwithstanding the easier conditions referred to, is still a factor in diverting cotton oil to soap manufacturing. "How sound the situation is," to quote an authority, "has been proved by the indifference of the cotton-oil market to the recent speculative collapse in Wall street, for, no matter how good the demand be, prices of oil might still have given way were it not that stocks everywhere are at a low ebb." The intervention of the holidays has checked business considerably for the time being, but the prospect for active trading in January is good. The general trend of sentiment is that higher prices for cotton oil will prevail, the position of the lard market, which, owing to its favorable statistical position and further upward movement confidently predicted, warranting said sentiment. The following are closing prices: Crude, prime, 29 cents; crude, prime, f. o. b. mills, 25 to 26 cents; yellow summer, prime, 32½ to 33 cents; yellow summer, butter, 34 to 35 cents; yellow summer, off quality, 31½ cents; white summer, 34 to 36 cents; yellow winter, 36 to 38 cents; white winter, 37 to 39 cents; soap stock, per pound, .85 to .90 cent.

Cottonseed-Oil Notes.

The cottonseed-oil mill at Davidson, N. C., has been completed, and will commence crushing on January 1.

It is expected that the new plant of the Cotton Oil & Fiber Co. at Eastern Branch, Norfolk, Va., will be in operation by February 1 next, and that about 300 hands will be employed. Mr. J. J. McNally is general manager.

Elder-Dempster Line steamship Montpelier sailed on the 19th inst. from New Orleans for Marseilles, France, with 16,087 barrels of cottonseed oil and a large quantity of other cargo. The quantity of oil carried out by this vessel beats all previous records.

LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

LUMBER MARKET REVIEWS.**Baltimore.**

Office Manufacturers' Record,
Baltimore, Md., December 27.

The occurrence of the holidays has had the effect of restricting the volume of business in the local lumber markets. The close of the year in which those engaged in the trade will audit and settle the accounts of the old year is also in order, and a light trade may be expected for several weeks to come. The main features of the situation, however, are very satisfactory to lumbermen generally and the outlook promising for a fair trade during the first quarter of the new year. The local demand for lumber is lighter, and dealers want to reduce their stocks to the minimum. Prices on certain grades of North Carolina pine are slightly easier, but for the better grades values remain steady and unchanged. Kiln-dried North Carolina pine is selling freely, and some large lots have been sold during the past week, both for domestic and foreign account. The situation in white pine is unchanged, values being decidedly firm, with steady inquiry from the usual sources. In hardwoods there seems to be very little change, the demand from out-of-town dealers being very decided and stocks generally light, so that orders are in some cases difficult to fill promptly. At milling sections stocks are being reduced, especially of dried lumber, while manufacturers are offering more freely than heretofore. The foreign export trade in hardwoods, as usual at this season, is light, as at all European ports during the holidays business is more or less suspended for the time being. The outlook, however, for future trade, according to late advices from Great Britain and continental ports, is somewhat encouraging.

Norfolk.

[From our own Correspondent.]
Norfolk, Va., December 26.

The activity which has prevailed at this port during the present year both in lumber and all other commodities shows no abatement, and the general markets are showing increased activity as the season progresses. The local lumber market, which has been booming throughout the year, is now showing features fully as satisfactory to manufacturers as at any time during the year. The demand for North Carolina pine, especially of the better grades, is now quite spirited, and lumbermen are vigorously at work closing up the contracts of the old year. Large lots of lumber during the past week have been sold for early January and February delivery, and all the better grades of North Carolina pine are decidedly firm and selling in some cases at a slight advance above the price-list of the association. Planing mills are all very busy, and dressed lumber is in good shape, prices being very steady and mills taxed to their utmost capacity to close existing contracts. The scarcity of vessels and cars has a tendency to restrict operations in a great degree, and it is hoped that during the next month there will be a better offering of cars and vessels. Rates on lumber to New York and Sound ports are very firm, and a charter was made last week at \$3.25 to New York and New Haven, with quotations at \$3.50 to \$3.75 to Boston and eastward.

Charleston.

[From our own Correspondent.]
Charleston, S. C., December 26.

A fairly active market has been the

rule throughout the local lumber trade of this port during the past week, and the demand keeps up well for this period of the season. There is some foreign business being done, and there is some demand from Jamaica and other West India ports. The demand from Northern ports, while not so brisk as thirty days ago, still continues to develop some good business, and it is said that after the holidays a better trade will likely be in order. Prices still continue very steady, and manufacturers are very firm in their views and refuse to make any concessions. At Georgetown, nearby, the lumber industry is certainly in a most healthy condition, and not alone in this line, but in all industries and commercial pursuits there is a most satisfactory volume of business being transacted. The real-estate market is quite active, and the demand for lumber for building purposes continues to increase. Among the principal improvements going forward is the building of the immense saw-mill plant of the Atlantic Coast Lumber Co. This company has its dry-kilns and machine shop well under way, and the progress made so far on the plant is of a satisfactory character. The company is now preparing plans and specifications for about forty more houses for the use of their operatives, and when this immense plant is completed it will give employment to a great number of hands. Among the vessels sailing last week were the schooners Frank S. Hall from Smith's Mills with a full cargo for New York; E. A. Danenhower from the Winyah Lumber Co.'s wharves for Brooklyn, N. Y., and the Percy & Lillie with a cargo of crossties for New York.

Savannah.

[From our own Correspondent.]
Savannah, Ga., December 26.

The week under review has been somewhat interrupted by the occurrence of the holiday season, and the volume of business generally light, as usual at this period. There is, however, a strong undercurrent in every department of the lumber market, and the demand seems to be as decided as at any time during the year. The reports are very satisfactory from all interior points, and at all milling sections the output of lumber continues as heavy as usual. Prices, both at interior points and coastwise ports, are very firm, and the indications are that there will be no depreciation in the near future. During the past week over 2,000,000 feet of lumber were shipped, and if vessels were more plentiful the volume of shipments would be much greater. At Brunswick and Darien there is a strong movement in all lines of the lumber trade; there is a good demand, and all the mills at St. Simons and other prominent points are running at their full capacity. There is a good foreign demand for lumber and timber, and the Spanish trade, which has long been a feature with Brunswick shippers, is now showing a fair demand. There is also a good demand from Great Britain and the Continent, and Darien shippers are enjoying considerable trade with these ports. Freights still continue firm, with a scarcity of desirable tonnage. Among the lumber charters reported last week were the following: Schooner Helen L. Martin, 548 tons, from Savannah to New York at \$7.62½; schooner Isabella Gill, 525 tons, Savannah to Newport News at \$6.50; schooner Frank Vanderherchen, 458 tons, from Brunswick to Philadelphia at \$7.50; a schooner, 360 tons, from Brunswick to New York and (or) Perth Amboy with lumber and ties at \$7.50, 50 M per day, and schooner Major Pickands, 873 tons, from Brunswick to New York with crossties at 26 cents.

Mobile.

[From our own Correspondent.]

Mobile, Ala., December 26.

At this period of the season the general markets of the country are usually restricted in the volume of business by the occurrence of the holiday season. During the past week, however, the market at this port in all lines of commerce and industry has been unusually active. The lumber market especially shows an increased movement, the shipments for the week aggregating 3,887,697 feet, of which over 2,500,000 feet went to Central and South America. The shipments for the entire season to date aggregate 41,016,191 feet, against 15,598,625 feet for last season. There seems to be no abatement in the demand for lumber, especially of the better grades. Mills at all adjacent points are busy on orders, and are rushing the work to close up contracts for the season before the opening of the new year. In timber the market is very steady, and for hewn timber quotations are recorded at 15 cents per cubic foot, with contracts good at 14 to 14½ cents a cubic foot. Hewn oak is in limited demand at 15 to 18 cents per cubic foot, and poplar at 12 cents. Sawn timber, when placed upon the market, will bring 15 cents per cubic foot, with contracts at 14½ cents. Cypress logs are in good demand at 8 to 12 cents per cubic foot. The demand is also good for pine saw-logs at \$7 to \$9 per 1000 feet. The demand for lumber and timber from Great Britain and the Continent is improving as the season progresses, and the advices from all European markets are rather of an encouraging nature. Last week there was shipped 145,829 feet of sawn timber and 21,812 feet of hewn timber, all to ports in Great Britain. The demand for vessels is quite brisk, but desirable tonnage is very scarce, with rates still too high for shippers. Among the charters reported last week were the schooner Hattie C. Luce, 277 tons, from Mobile to New Haven or New London with lumber on private terms, and the schooner Herald, 475 tons, from Apalachicola to Port Spain with lumber at \$8.50.

Lumber Notes.

The Elk Valley Lumber Co. of Elkhart, Ind., filed a copy of its charter at Nashville, Tenn., last week. Its capital stock is \$10,000.

Receipts of lumber at New Orleans for the week ending the 22d inst. amounted to 1,866,000 feet, and for the season 38,364,717 feet, against 34,222,700 feet last season.

The Olney Lumber Co. of Paragould, Ark., was incorporated last week with a capital of \$3000. The incorporators are Eli Meiser, president, G. B. Meiser and R. M. Martin.

A company of Michigan capitalists have decided to build a crate and veneering factory at Rome, Ga. The plant will employ 300 hands, cover nine acres and represent an investment of over \$100,000.

The Mississippi Valley Pine Lumber Co., with headquarters at Denny, Jackson county, Mississippi, has been chartered. The capital stock is placed at \$50,000 and the incorporators John O. Grisham and others.

Among the companies chartered last week at Trenton, N. J., was the Alabama Stave Co. to acquire the stave business at Florence, Ala. The incorporators are J. A. McGregor, John A. McGregor, Alexander A. Berger, Florence, Ala., and George T. Vickers, Jersey City. The capital stock is \$130,000.

The Collins-Waddell Lumber Co. of Lecompte, La., will build a tramroad five

miles in length from Lecompte to Boating bayou. This company is operating a large saw-mill, and will handle oak, ash and all kinds of hardwood timber. It is the object of the company ultimately to extend this road to Red river, near Egg Bend.

At a meeting of the Middle States Furniture Manufacturers' Association, held last week in Philadelphia, an increase of 10 per cent. in the price of furniture was unanimously agreed upon. The classes of furniture affected by the increase are bedroom suits, sideboards and chiffoniers. The new schedule goes into effect January 1.

The Lake City Lumber Co. of Lake Charles, La., is making extended improvements of its plant in that city. Since the Menefre Company of Houston took charge of the mill many improvements have been made. Those now under construction are a well-equipped blacksmith shop, a new dry shed 150x75 feet and a new set of runways.

William Cameron, the lumber king of Southeast Texas, has been for several weeks shipping immense quantities of crossties from his camps on the Sabine & East Texas Railway. At present he is shipping, it is said, thirty-five cars daily, and is filling an order for between 5,000,000 and 6,000,000 feet of lumber to be used in wharf improvements by the Galveston Wharf Co. at Galveston, Texas.

Chattanooga lumbermen are preparing for an active campaign during the coming year. The prospects for large receipts of logs were never better than at present. It is stated that 20,000,000 feet of logs will be received from the upper rivers during the next six months. The Loomis & Hart Manufacturing Co. expects to receive of this amount 12,000,000 feet, and Snodgrass & Field and F. W. Blair the balance.

The Loomis-Hart Manufacturing Co. of Chattanooga, Tenn., received last week 500,000 feet of fine ash, poplar and white-oak logs from the upper Tennessee and Hiwassee rivers. The Snodgrass-Field's mills at Chattanooga started up last week for the first time in six months. The mills will run regularly until next spring. The company has added new machinery and otherwise improved its plant, which will double the output of lumber.

The lumber plant of the Perkins Manufacturing Co. of Augusta and the Georgia Iron Works, owned by that company, were completely destroyed by fire on the 20th inst. There was a total loss of about \$175,000, divided as follows: Lumber plant, including machinery and finished lumber stored in yards, \$125,000; Georgia Iron Works, mill and machinery, \$50,000, on which there is an insurance of \$65,800 on lumber plant and \$31,100 on iron works.

Progressive Little Rock.

The Little Rock Board of Trade has issued a handsome souvenir of the testimonial of that body commemorating the completion of the Choctaw route. It is in the form of the menu card of the banquet given early this month as a compliment to the officials of the railroads entering Little Rock. The latest bulletin of the Board of Trade shows that the freight traffic of the city increased in November over November, 1898, by 734 cars; that in eleven months of the year the coal receipts were 803 cars more than the total receipts in 1898; that during the year \$245,000 were raised for bonuses to railroads, and that the bank clearings for eleven months increased \$267,024.95 over the total in 1898.

MECHANICAL.

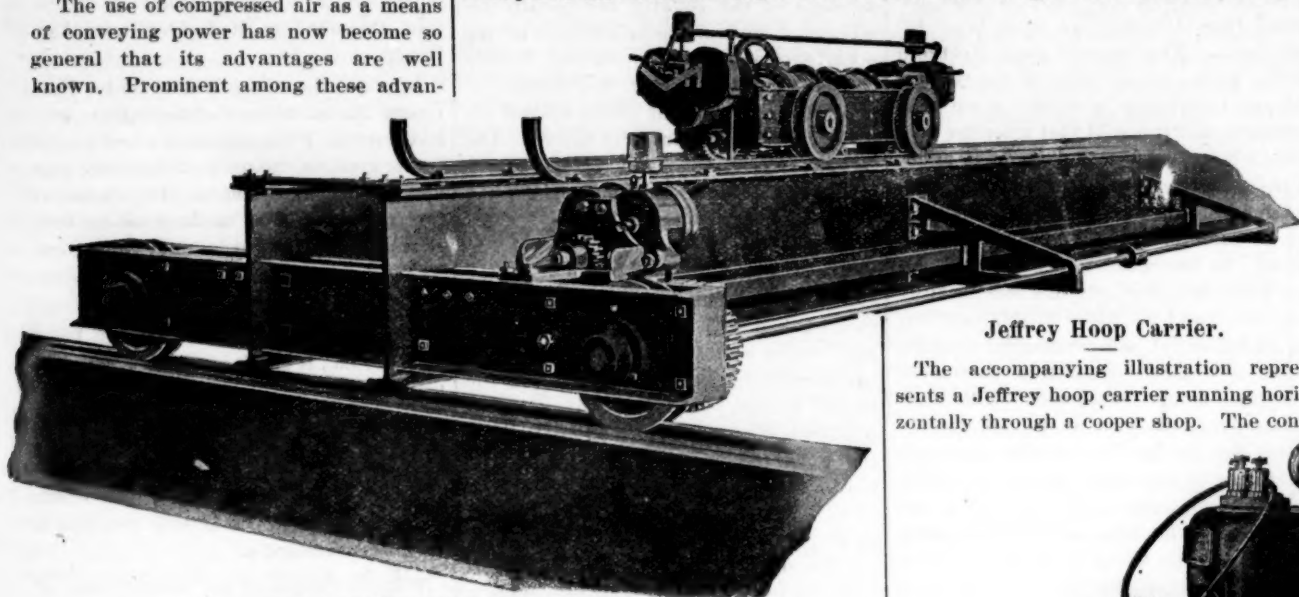
The "Moore" Pneumatic Crane.

The use of compressed air as a means of conveying power has now become so general that its advantages are well known. Prominent among these advan-

at the rate of fifteen feet per minute, the latter requiring an air supply greater than it is usually convenient or desirable to furnish. The infrequency with which in most plants the maximum load is handled

out is workmanlike and of the best material.

The manufacturer of the Moore pneumatic crane is the Chisholm & Moore Manufacturing Co. of Cleveland, Ohio.



THE "MOORE" PNEUMATIC CRANE.

tages is the possibility of simplicity and great durability in the machinery through which it acts.

The Moore compressed air motor works at high speed, reduced through differential gearing to the speed desired for the spricket-wheel or winding-drum which carries the hand chain or wire rope.

The motor, by an ingenious arrangement of the reversing valve, is made to drive through straight-line gearing also, still retaining its self-sustaining and safety features, which render accidents impossible. In this form the use of a vent-valve permits the lowering of the load by relieving the back pressure of the pistons, materially reducing the consumption of air.

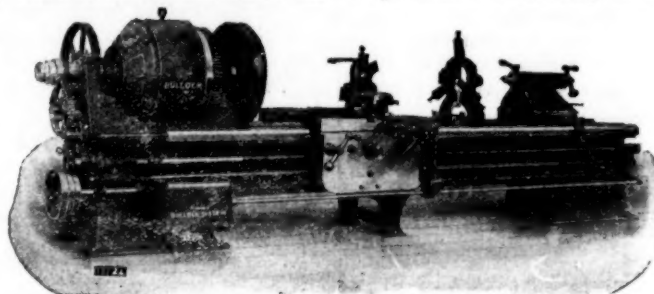
In constructing a pneumatic crane to handle heavy loads, for the sake of bringing the consumption of air within the capacity of an ordinary compressor, the maker finds it advisable to equip the carriage with two independent motors and winding-drums, each carrying its own load-hook, one geared to handle heavy loads at a slow speed, and the other geared to handle light loads at a proportionately higher speed.

By this two-speed construction a crane will handle 10-ton loads at a speed of five

renders the additional time consumed a matter of small moment; the required speed being obtained on the lighter loads, which comprise most of its work.

The racking motor applied to the crane will give any desired travel-speed up to 150 or 200 feet per minute. In cranes of short span hand-power is frequently preferred for the carriage-travel, although, when the movement is by motor also, the air supply for all the motors is brought through one flexible rubber hose.

In the construction of this crane the



ELECTRIC MOTOR FOR LATHE.

bridge is formed of two I-beams, the trucks each of two channels passing through slots to fit them in the webs of the I-beams and fastened thereto by connecting angles. When the span is great

point. This is a very simple contrivance, which can be put in at a small first cost and with no expense for repairs to speak of.

Any one interested in machinery for handling hoops, staves, heading, barrels, wood refuse, etc., for cooper shops should address the Jeffrey Manufacturing Co. of Columbus, Ohio, for catalogue and full particulars.

voyer consists of a single chain running in a box or trough, with suitable attachments at intervals, which latter carry the hoops from the receiving to the delivery

speed control the motor is, the maker states, given a greater range of speed without loss of torque than is ordinarily given by the cone pulley, having sixteen speeds in either direction, including the back gear. The controller is placed upon the leg of the lathe directly under the head-stock, and is operated by a splined shaft running along the bed of the lathe and a handle which travels with the carriage. The slowest speed is sixty and the highest about 250 revolutions.

This motor is more fully described in Bulletin No. 1335, which may be obtained by addressing the manufacturer, Bullock Electric Manufacturing Co., Cincinnati, Ohio.

Individual Machine Electric Motors.

The use of small electric motors for individual machines has been proven to be

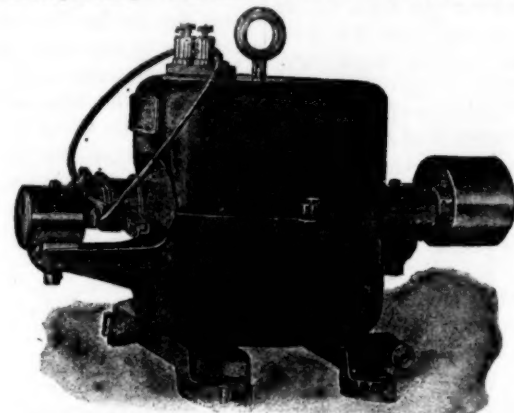


FIG. 1.—INDIVIDUAL MACHINE ELECTRIC MOTORS.

economical. They do away with shafting and belts, which need constant attention. Power is saved, because there are operated only the machines that are doing work; and if a belt breaks you need not shut down your entire shop on account of it.

The Geo. C. Towle Manufacturing Co. of Lancaster, Pa., makes a specialty of the manufacture of motors designed and adapted to this purpose.

Fig. 1 shows the style of these motors. They are iron-clad and made dust-proof when necessary; have self-aligning bearings and sliding base. A feature of these motors is the fact that the armature can be removed without opening the motor simply by removing one bearing. This makes the motor exceptionally easy to repair.

Fig. 2 shows the efficiency of their one-half-horse-power motor. This motor, with a load of nearly double its marked horsepower, shows an efficiency of over 78 per cent. These motors have run continuously night and day for weeks without an increase in temperature of over 45° C.

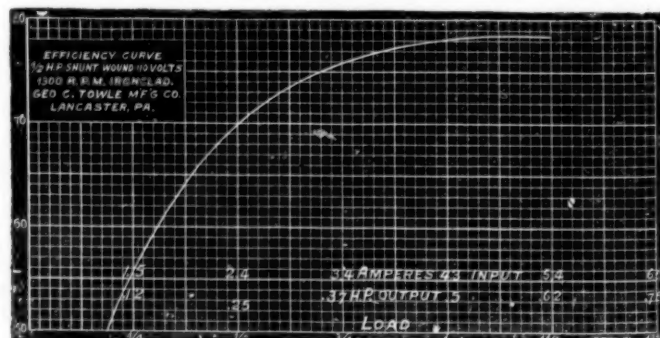


FIG. 2.—INDIVIDUAL MACHINE ELECTRIC MOTORS.

Electric Motor for Lathe.

We present an illustration of a 28-inch-swing screw-cutting engine lathe, driven by "Bullock" type "N" motor. The motor is placed directly on the spindle in the head-stock, taking the place of the cone pulleys. The armature spider is built directly upon the hollow spindle of the lathe.

By means of a new system of variable

This company has 10,000 of these motors now in use all over the world. Many are fitted to run sewing-machines, ice-cream freezers, presses, organs and nearly every kind of machinery that takes from one and one-half to two horse-power. Illustrated catalogue can be obtained on request.

The output of coal in Arkansas during the year was 913,743 tons.



JEFFREY HOOP CARRIER.

feet per minute and three-ton loads at a speed of fifteen feet per minute with one-third of the air-consumption and compressor capacity that is required in a one-speed crane which handles all loads up to ten tons

the I-beams are stiffened laterally by channels horizontally riveted to the webs of the beams. The truck-wheels and carriage-wheels are all steel-roller bushed, and the construction of the crane through-

CONSTRUCTION DEPARTMENT.

THE MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

*Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

It often occurs that the organization of a new company in a town is not known by the postmaster, and hence letters addressed to the company are returned marked "not known." The Manufacturers' Record reports the first organization of all companies, and our readers, in seeking to get into communication with them, should be very careful in deciding how to address them, and it is often advisable to add the names of one or more incorporators as an aid to the postmaster in delivering mail.

ALABAMA.

Anniston—Hosley Mill.—The Anniston Hosley Mill has decided to double its capacity, and will install new machinery; present capacity 125 dozen hose per day.

Birmingham—Woodworking Factory.—Wood, Dickerson & Co. did contemplate the erection of a woodworking plant, as recently reported, but have decided to postpone the enterprise for the present.

Florence—Machine Works.—The Florence Machine Works will largely increase the output of its plant in the near future.

Florence—Stave Factory.—The Alabama Stave Co. has been incorporated (under New Jersey laws) to acquire factory at Florence, Ala. Capital stock is \$130,000, and incorporators are N. A. McGregor, John A. McGregor, Alexander A. Berger of Florence, Ala., and George T. Vickers, Jersey City.

Florence—Iron Furnace.—The Sloss-Sheffield Steel & Iron Co. (main office at Birmingham) has completed about \$80,000 worth of repairs to the Philadelphia furnace, and will put it in blast before January 1. Stock-houses have been repaired, thus trebling the storage capacity; boilers and engines overhauled and repaired, furnace relined, siding constructed and trestles built for handling coke and dumping slag. Capacity will be daily 180 to 200 tons.

Huntsville—Ice Factory.—S. B. Stern has contracted for a 10-ton ice plant.

Huntsville—Cotton Mill.—The Dallas Manufacturing Co. has definitely decided to double its mill, as reported recently was contemplated. The directors authorized the increase of capital stock from \$614,300 to \$1,228,600, an increase of \$614,300, and the erection of a duplicate mill of 25,000 spindles and about 1000 looms; Thomas B. Dallas, manager, Nashville, Tenn.

Huntsville—Ice Factory.—It is reported that a company will be organized for the erection of another ice factory in Huntsville. Names of interested parties will be announced later.

Iron City—Ore Washer, etc.—The Sloss-Sheffield Steel & Iron Co., Birmingham, Ala., (which has been building a large washer and preparing to mine iron ore at Iron City), has decided to erect another washer and awarded contract to Martin & Frank.

Jacksonville—Gold Mine.—Gold has been discovered on the property of Thomas Heron, near Jacksonville, and will probably be developed.

Montgomery—Ice Factory.—The Alabama Ice Co., John R. O'Brien & Co., proprietors, has contracted for a 50-ton ice plant.

Montgomery—Overalls Factory.—The Harris Co-operative Overall Manufacturing Co. has been incorporated, with capital stock of \$10,000, by T. T. Harris, J. H. F. Moseley and J. S. Clancey, to manufacture overalls.

Russellville—Iron Mines.—Albert, Samuel, Morris and Edgar Adler of Birmingham have incorporated the Franklin Mining Co., with capital stock of \$100,000. Messrs. Adler purchased several months ago over \$250,000 worth of brown-ore properties at Russellville, Ala., and Cave Springs, Ga., and have organized the above company for the purpose of developing the lands.

Troy—Electric-light Plant and Water Works.—Ernest T. Freeman has leased and will operate the Troy municipal electric-light plant and water works.

ARKANSAS.

Maumee (not a postoffice)—Concentrating Plant.—The North Arkansas Mining & Investment Co. will erect crusher or concentrating plant at its lead and zinc mines, near Maumee. W. D. Littlefield, secretary, Van Buren, Ark., can be addressed.

Maumee (not a postoffice)—Copper Mines.—It is reported that ex-Governor Tittle of Arizona has organized a company of large capital to develop the Tomahawk copper mines near Maumee, and intends also to build a large reduction plant.

Montrose—Lumber Mill.—Allister McKay of Chatham, Ontario, has purchased timber lands near Montrose, and will erect mill at once. Firm name will be McKay & Ross.

Van Buren—Lead and Zinc Mines, Mills, etc.—The Marion Mining Co., capital stock \$300,000, has been incorporated to develop 800 acres of mineral lands in Marion county containing lead and zinc ores, etc.; will also erect concentrators; T. B. Coppage, president; P. D. Scott, vice-president, and F. R. McKibben, secretary-treasurer. Address Mr. McKibben.

FLORIDA.

Florida—Fruit and Tobacco Company.—The Southeast Florida Fruit & Tobacco Co., capital stock \$100,000, has been incorporated by C. H. Scrymser, S. Meyers, H. D. Clapp, H. L. Langhaar and H. T. Duryear of New York city.

Key West—Printing and Publishing.—The Key West Printing & Publishing Co. has been incorporated, with T. J. Appleyard, president; Walter W. Thompson, secretary; T. J. Appleyard, treasurer, and Edward Fitzgerald, general manager; capital stock is \$10,000.

Tampa—Cold-storage Plant.—It is reported that the Cudahy Packing Co. of Chicago, Ill., will establish a cold-storage plant at Tampa.

Tampa—Refrigerating Plant.—Harry Levic has contract for erection of beef cold-storage plant, lately reported to be erected by Armour & Co. of Chicago; building will cost \$20,000.

Tampa—Sugar Mill and Refinery.—The Board of Trade writes that the proposed sugar mill and refinery recently mentioned is reasonably sure of establishment. Plans for the enterprise are not perfected.

GEORGIA.

Americus—Acid Chambers.—The Virginia-Carolina Chemical Co. (general office at Richmond, Va.) writes that it expects to rebuild the \$30,000 acid chambers recently burned at its Americus fertilizer factory.

Athens—Ice Factory and Oil Mill.—The Crystal Ice Manufacturing Co. (reported recently as incorporated) will build a \$20,000 ice factory at once; will also erect a cottonseed-oil mill. Chas. Hodgson of Athens and Block Bros. of Macon, Ga., are among the incorporators.

Canton—Cotton Mill.—The Canton Cotton Mills (reported recently as incorporated) has awarded contract for erection complete of a mill of 5000 spindles and looms to match, to cost about \$105,000. R. T. Jones is president and manager.

Cave Springs—Iron Mines.—See item under Russellville, Ala.

Cedartown—Cottonseed-oil Mill.—J. E. Houseal of Cedartown, J. A. Wynn of Rome

and others will organize a company for the erection of a cottonseed-oil mill; mill to cost \$20,000 and have daily capacity of twenty-five tons of seed.

Cedartown—Iron Furnaces.—The Georgia & Alabama Iron Co. has its Cherokee furnace about ready to blow in. Stockhouses are completed, side-tracks constructed and change of furnace from coke to charcoal plant is about finished. It is stated, on what seems reliable authority, that the company contemplates the erection next year of another furnace of 250 tons capacity; Eugene Zimmerman of Cincinnati, Ohio, president.

Columbus—Cotton Mill.—The Columbus Manufacturing Co., previously reported and now erecting mill, has decided to complete the building for a 20,000-spindle plant (10,000 spindles at first announced); F. B. Gordon, president.

Double Branches—Flour Mill.—J. M. Price contemplates installing a flour mill.

Ellijay—Iron-mining Property.—The Cartecay Iron Co.'s property at Ellijay has, it is reported, been sold to Eastern iron dealers. The sale was made through W. M. Scott & Co. of Atlanta, Ga.

Lafayette—Flour Mill.—The Chickamauga Manufacturing Co. will erect new mill; machinery not contracted for.*

McCord—Flour Mill.—J. W. McDonald will make improvements to his flour mill.

Milledgeville—Mercantile.—Samuel Evans, Adolph Meyer and associates have incorporated the Joseph Dry Goods Co., with capital stock of \$30,000.

Rome—Package Factory.—Capt. J. L. Bass has about closed negotiations with Michigan parties for the location of a crate and veneering factory.

Shoals—Flour Mill.—W. R. Parks of Parksville, S. C., has purchased the Rogue Shoal Mills at Shoals, Ga., and will erect new roller mill.

KENTUCKY.

Carrollton—Bridge Company.—Chartered: The Carrollton & Prestonville Bridge Co., with capital stock of \$50,000.

Earlington—Iron Foundry.—M. Hanna of Madisonville will build an iron foundry in Earlington; contract has been let for erection of building to cover three 50-foot lots.

Glasgow—Flour Mill.—R. P. Poynter will rebuild his flour mill, previously burned.*

Henderson—Canning Factory.—Fred H. Frayser, Julius L. Baldauf, Edward A. Jonas and others have incorporated a \$12,500 stock company for the establishment of a canning factory.

Louisville—Soap Factory.—The Louisville Soap Co. will increase its capital stock from \$50,000 to \$100,000.

Louisville—Cigar Factory.—C. C. Bickel & Co., manufacturers of cigars, have incorporated, with a capital stock of \$200,000; incorporators: C. C. and Virgil Bickel and J. H. Stewart.

Louisville—Distillery.—The Kentucky Distilleries & Warehouse Co. will put its Louisville plant in operation.

Middlesborough—Steel Plant.—The Virginia Iron, Coal & Coke Co. (W. Graham of Bristol, Va., general superintendent) has taken steps preparatory to the operation of its steel plant this year; about forty men are now employed in overhauling the plant; new shears and other modern improvements will be put in, and within ninety days the plant will be ready for making steel billets, and later will make special sizes. Edward Buchanan (of Lorain, Ohio) is chief engineer at Middlesborough for the company.

Nicholasville—Electric-light Plant.—It is reported that the city will construct an electric-light plant during 1900. Address J. D. Young, clerk.

Owensboro—Flouring-machinery Works.—The J. M. Case Mill Works Co. is erecting a foundry addition 40x60 feet to its plant.

Paducah—Tin-tin Factory.—G. Moser & Sons of Cincinnati, Ohio, have removed their tin-tin factory to Paducah and doubled their facilities.

Richmond—Stave Mill.—The Cincinnati (Ohio) Cooperage Co., which recently purchased several thousand acres of timber lands in Estill and Jackson counties, has located a stave mill on its lands.

Winchester—Ice Factory and Electric-light Plant.—The Martin Construction Co. will make extensive improvements to its electric-light plant, as recently reported. Improve-

ments will duplicate the plant, and the new machinery includes a 75-kilowatt alternating machine, 75-light arc machine, 300-horse-power engine, etc.; company is also obtaining estimates on ice factory with a view of erection.*

LOUISIANA.

Alexandria—Water Works.—Plans have been prepared and contract will soon be awarded for construction of the city's proposed works; Jas. H. Fuertes, consulting engineer, 100 William street, New York.

Alexandria—Cotton Gin.—Josiah Chambers will rebuild his cotton gin, reported recently as burned; will probably install Munger or Pratt system, two stands.

Amite City—Cotton and Woolen Mills.—Efforts are being made for the establishment of cotton and woolen mill. Address Duncan F. Young, secretary citizens' committee.

Donaldsonville—Sewerage, etc.—The proposition to issue \$40,000 bonds for sewers and public improvements was defeated at election December 5.

Lake Charles—Lumber Mills.—The Lake City Lumber Co. is making improvements to its mills, including the erection of a blacksmith shop, a 75x150-foot dry-shed and a new set of runways.

New Orleans—Ice Factory.—The Home Ice Manufacturing & Distilled Water Co. will increase the capacity of its ice plant from thirty to fifty tons; contract awarded.

MARYLAND.

Baltimore—Brewery.—The Sans-Souci Brewing Co. has been incorporated, with capital stock of \$100,000, by Morton Gutman, J. J. Conway, George P. Steinbach and Herman E. Ehrlich, to conduct a brewing business.

Baltimore—Bed Factory.—The Joyce Manufacturing Co. has been incorporated for manufacturing iron and spring beds, etc., with capital stock of \$8000, by James L. Joyce, William G. Wimmer, George W. Tall and others.

Baltimore—Shipbuilding Plant.—The Columbian Iron Works & Dry-Dock Co. will be reorganized and possibly consolidated with another plant. Contracts on hand will be duly completed by the continuation of operations; Henry A. Parr, receiver.

Denton—Telephone Systems.—The Eastern Shore Telegraph & Telephone Co. has been incorporated, with capital stock of \$100,000 and Harry A. Richardson, president; Thos. L. Day, vice-president; Fred R. Owens, secretary. It is presumed the company will consolidate a number of Eastern Shore companies and make extensions and improvements.

Easton—Bed-fastener Factory.—Samuel Patchett & Son have organized a company, with capital stock of \$5000, to manufacture their patent bed-fastener.*

Mount Savage—Brick Works, etc.—The Union Mining Co., John Sheridan, superintendent, has completed extensive additions to its brick plant, increasing output to 15,000,000 bricks per year; has also installed an air compressor at its new clay mine on Savage mountain, and contemplates opening another mine.

Washington, D. C.—Real Estate, etc.—The B. H. Warner Co. has been incorporated, with capital stock of \$125,000, to deal in and improve real estate, etc.; Brainard H. Warner, president.

MISSISSIPPI.

Bay St. Louis—Electric-light Plant.—Braun & Beecher have been awarded contract for lighting the city; plant will furnish incandescent lights.

Greenville—Cotton Mill.—The Valley Cotton Mills (lately mentioned) has been incorporated, with capital stock of \$100,000, with privilege of increasing to \$500,000, by J. W. Harrow, J. A. Crawford, W. A. Jewell, J. D. Smith and others.

Greenville—Mercantile.—Incorporated: The McMahon Grocery Co., capital stock \$100,000, by T. P. McMahon and others.

Greenville—Cold-storage House.—The Pabst Brewing Co. of Milwaukee, Wis., will erect a cold-storage plant in Greenville. Plans and specifications now on file at 219 Washington avenue, Greenville, office of H. Scott.

Jackson—Sewerage System.—Contract for construction of the proposed sewerage system has been transferred from Ford, Delahunt & Yeater of Cedar Rapids, Iowa, to A. B. Sanders of Louisville, Ky.

Natchez-Mercantile.—Henry Frank and others have incorporated the Henry Frank Co., with capital stock of \$100,000.

Yazoo City—Lumber Mill.—R. L. Bennett and J. H. Ekdahl have formed the Bennett Lumber Co., leased and will operate mill.

MISSOURI.

Carthage—Lead and Zinc Mines.—Col. F. G. Fitch of Wichita, Kans., is developing the old Pleasant Valley mines, and will erect a new mill.

Galena—Lead and Zinc Mines.—The Brookline Mining Co. of Boston, Mass., has purchased the Ada lead and zinc mines at Galena, and will contract for the erection of a new mill with capacity of 150 tons.

Joplin—Mining.—Incorporated: The Digby Mill & Mining Co., capital stock \$200,000, by H. J. Mendel, G. T. Digby, J. Crackard, A. S. Hare, all of Wheeling, W. Va.; E. M. Statler of Buffalo, N. Y., and W. J. H. Brown of St. Louis, Mo.

Joplin—Lead and Zinc Mines and Plant.—The A. No. 1 Mining Co., reported last week as incorporated, is developing lead and zinc mines on a 20-acre lease near Joplin, and has a large concentrating plant in course of erection. A. L. Johnson of Muncie, Ind., is president; Thomas Morgan, vice-president, and Geo. E. Starr of Joplin, manager. Address manager.

Kansas City—Mining Company.—The Saw-Tooth Placer Mining Co. has been incorporated, with capital stock of \$300,000, by H. J. Prange of Chanute, Kan.; L. E. Moses of Pueblo, Col.; W. A. Moses, S. E. Moses, W. M. Ryerson of Kansas City.

Kansas City—Mining.—The Saw-Tooth Placer Mining Co. has been incorporated, with capital stock of \$300,000, by L. E. Moses, W. M. Ryerson, H. J. Prange and others.

Kansas City—Oilcloth Factory.—Green, Forester & Co. have arrangements under way to produce slicker oilcloth.*

Kansas City—Corn-popping-machinery Factory, etc.—The Olson Manufacturing Co. (lately incorporated) will manufacture corn-popping machinery, peanut and coffee roasters and other machinery.

Kansas City—Light, Heat and Power Plant.—The Home Electric Light & Power Co. has been incorporated, with capital stock of \$200,000, and will apply for franchise for construction of a light, heat and power plant; if franchise is granted capital stock will be increased to build; incorporators, Bernard Corrigan, George E. Green, James B. Porter and others.

Missouri—Mining.—The Missouri Zinc & Lead Concentrates Co. has been incorporated to conduct general mining and milling business, with capital stock of \$400,000, by Laura Newman, R. P. Alden, H. H. Bowman, F. T. Ley, all of Springfield, Mass.

St. Louis—Distilling Company.—The Jos. C. Schroeder Distilling Co. has been incorporated, with capital stock of \$50,000, by Jos. E. Schroeder, C. M. Zesch and Charles E. Choat.

St. Louis—Manufacturing.—The Bell Manufacturing Co. has been incorporated, with capital stock of \$70,000, by N. M. Bell, W. J. Stone and Thomas A. Bell.

St. Louis—Axle Factory.—The Timken Roller-Bearing Axle Co., reported last week as incorporated, has for its purpose to place on the market an anti-friction axle. Address W. R. Timken, Second and Branch streets.

St. Louis—Dairy.—The Standard Dairy Co. has been incorporated, with capital stock of \$20,000, by W. F. Bechtel, W. C. Bechtel and G. J. Bender.

NORTH CAROLINA.

Albemarle—Mercantile.—Incorporated: The Parks & Pedan Co., capital stock \$2400, by H. L. Parks and others.

Carthage—Rock Quarries.—The Carthage Brownstone Co. has been incorporated to quarry brownstone and other rock, by Chas. A. Douglass of Washington, J. H. Jackson of Augusta, Ga., Julius T. Dudley of Bennettsville, S. C., and D. A. McDonald of Carthage. Capital stock is \$100,000. Address Mr. McDonald.

Charlotte—Bicycle-valve Works.—Dr. W. J. Cole of Evansville, Ind., will organize a \$25,000 stock company for the manufacture of his patent bicycle valve in Charlotte.

Charlotte—Grain Company.—The Adams Grain & Provision Co., capital stock \$10,000, by J. J. Adams and others.

Cotton Ridge (P. O. at Norwood)—Flour Mill.—H. C. Morris has purchased the steam flour mill and will install rolls and other machinery.

Elm City—Improvement Company.—The Elm City Improvement Co. has been incor-

porated, with capital of \$2000, by John D. Dawes and others.

Gastonia—Cotton Mill.—G. W. Ragan will organize at once the company recently reported as probable. The proposed capital of \$125,000 to build a 6000-spindle mill has been subscribed, and probably this will be made \$200,000 to build a 10,000-spindle plant. C. E. Adams, A. A. McLean, L. L. Jenkins and J. D. Moore are interested. Address G. W. Ragan.

Goldsboro—Cotton Mill.—The Parker Cotton Co., W. K. Parker, proprietor, contemplates building a 5000-spindle mill to spin hosiery yarns; also a weaving mill.*

Greensboro—Bobbin Factory.—The Southern Bobbin Co., recently reported as incorporated, has organized for the manufacture of bobbins. W. T. Powe is president; R. W. Brooks, vice-president; S. H. Boyd, secretary.

Lumberton—Telephone System.—The Lumberton Telephone Co. has been incorporated, with capital stock of \$3000, to equip and operate a telephone system by Hugh T. Williams, Colwell & Carlyle, A. E. White, E. G. Johnson, E. K. Proctor, Jr., and A. W. McLean.

Magnolia—Mercantile.—The H. E. Newbury Co. has been incorporated, with capital stock of \$10,000, by H. E. Newbury and others.

Norwood—Flour Mill.—Lawson Lentz has purchased the flour mill of M. E. Blaylock.

Raleigh—Knitting Mill.—The Melrose Knitting Mill has been incorporated, with capital stock of \$25,000, by J. S. Wynne, F. T. Ward, G. E. Leach, E. C. Smith and others for the manufacture of underwear. Address G. E. Leach.*

Raleigh—Construction Company.—The North Carolina Construction Co. has been incorporated, with capital stock of \$5000, by Wallace C. Riddick, Wm. C. Cram, F. H. Busbee and others, to conduct a general construction business.

Rockingham—Cotton Mill.—Steele's Mills will double their plant, and orders for the necessary machinery have been placed; present equipment, 11,200 spindles and 300 looms.

Sweet Home—Flour Mill.—R. E. King & Bros. will erect new flour mill.*

Taylorsville—Cotton Mill.—The erection of a cotton mill of 2000 spindles and thirty-six to fifty looms is contemplated; water-power to be developed by construction of dam in river. E. L. Hedrick can give information.*

Wilmington—Chartered: The S. P. Cowan Livery Co., by S. P. Cowan and others; capital stock \$9000.

Wilmington—Electric-light and Gas Plant.—The Wilmington Gaslight & Electric Co. will be reorganized and the entire plant rehabilitated. It is also reported that the new company will introduce gas for heating and cooking purposes.

Wilson—Lumber Mills.—The Wilson Wood & Lumber Co. has been incorporated, with capital stock of \$25,000, by Silas Lucas, W. G. Lucas and H. G. Connor, Jr.; will erect saw-mills, etc.

SOUTH CAROLINA.

Chester—Cotton Mill.—The Eureka Cotton Mills will erect a weave mill, plans for which have been prepared; present mill has 11,000 spindles and 200 looms.

Chester—Flour Mill.—W. O. Guy and Abell & Titman of Lowryville, S. C., will erect a roller flour mill at Chester; machinery has been purchased.

Clover—Cotton Mill.—It is reported that Northern capitalists have made a proposition to furnish the capital to build and equip a new cotton mill at Clover, provided W. E. Morton and M. L. Smith will assume the management of the plant.

Columbia—Harness Factory.—The Burriss & Cathcart Co. has been incorporated for the manufacture of harness, and will increase the capacity of its plant (already established). The capital stock is \$15,000, and incorporators are Julian B. Friday, Thomas S. Bryan, C. O. Brown, H. H. Cathcart and R. E. Burriss.

Greenville—Shuttle, Spool and Bobbin Factory, etc.—The Mallard Lumber Co. of Greeleyville, S. C., has purchased the Cagle Machine Shops at Greenville, as reported recently, and is considering establishing a shuttle, spool and bobbin factory; also contemplates establishing a lumber business. Plans are not as yet matured; E. G. Mallard, secretary.*

Lancaster.—The Clyburn-Heath Mule Co. has been incorporated, with capital stock of \$10,000 and Lewis M. Clyburn, president.

McFarlan—Woodworking Factory.—The Pee Dee Hardwood Manufacturing Co. has been incorporated, with capital stock of \$10,000, and will build factory for production of

shuttle blocks, spokes, handles and fellow blanks; E. Auman, president.

Winnsboro—Granite Company.—The proposed Lelper-Davis Granite Co. has completed its organization, obtained charter and will develop rock quarries in Fairfield county. James Q. Davis is president and treasurer; Amos E. Davis, secretary, and George M. Lelper, manager.

TENNESSEE.

Algood—Stone Quarries.—B. S. Lewis of Nashville, Tenn., representing other parties, is investigating the purchase of the Cumberland Buff Stone Co.'s quarries at Algood with a view to placing the stone on the market.

Bristol—Rolling Mills, Coke Ovens, etc.—A dispatch dated at Knoxville says that the Virginia Iron, Coal & Coke Co. has purchased the Richland (Va.) Rolling Mills and the Dora Foundry (Pulaski, Va.) and will remove them to Bristol, Tenn.-Va., for operation; also that the company has purchased site at Bristol, on which it will build coke ovens and a steel plant; W. Graham, general superintendent.

Chattanooga—Woodworking Factory.—S. T. Dewees has awarded contract to remodel and improve building preparatory to removing into it the plant of the Star Manufacturing Co., which he has purchased; will continue to manufacture plumbers' cabinet work, but in addition will manufacture telephone boxes. New machinery will be installed and the output of plant increased.

Chattanooga—Spice Mill.—The Laukota Company (11 W. Eighth street) will enlarge its mill for grinding spices.

Elora—Mineral Well.—A company has been organized for the purpose of developing a mineral well. Address J. B. Upton.

Estill Springs—Flour Mill.—C. N. Moulton has purchased the Elk River Flour Mill, and will install new machinery and make other improvements.

Franklin—Phosphate Plant.—It is reported that Pennsylvania parties are negotiating for a large tract of phosphate land in Williamson county, intending to organize a \$1,000,000 stock company to develop mines and erect plant. Probably J. C. Wall can give information.

Gallatin—Tobacco Factory.—Breck Malone is organizing a company to establish a tobacco (smoking and chewing) factory.

Humboldt—Cotton Mill.—The Humboldt Cotton Mills (lately reported) has a capital stock of \$100,000 and contemplates building a 3000-spindle mill, with looms. Address all communications to the Humboldt Cotton Mills.

Knoxville—Water-works Improvements.—The Knoxville Water Co. is considering the purchase, improvement and extension of the Lonsdale-Beaumont Water Co.'s works.

Knoxville—Drill Factory.—John G. Duncan of Dowagiac, Mich., is investigating with a view to establishing a drill factory in Knoxville.

Knoxville—Barytes Mines.—The Hiwassee Mining Co., recently reported as incorporated, has mines already in operation, and will extend its barytes operations.

Memphis—Skirt Factory.—L. A. Cohen has formed the Bluff City Skirt Factory to manufacture skirts at 233 Main street.

Morristown—Maple-syrup Factory.—A \$50,000 stock company is being organized for the establishment of a maple-syrup factory to utilize a new process of manufacturing. J. N. Lotsplech can give information.

TEXAS.

Alvarado—Cotton Gin.—W. P. Freeman will build a three 70-saw cotton gin.

Austin—Medicine Factory.—E. F. Nichols, D. A. McFall and M. A. Kopperl have incorporated the Anti-Phylin Company, with capital stock of \$100,000, for the manufacture of a patent medicine.

Dallas—Milk Company.—Chartered: The Pasteurized Milk Co., with capital stock of \$12,000, by W. S. Rose and others.

Denison—Paint Company.—Incorporated: The Texas Paint Co., capital stock \$20,000, by Frank Mannoia, Frank Muzzle and Charles Bruno.

Fort Worth—Laundry.—Chartered: The Reliable Steam Laundry, with capital stock of \$15,000.

Fort Worth—Trading Company.—Chartered: The Southern Trading Co., with capital of \$20,000, by G. E. White and others.

McKinney—Telephone Company.—The McKinney Telephone Co. has been incorporated, with capital stock of \$10,000, by R. C. Hawley, D. T. Pardue and J. P. Nennery.

Quanah—Gypsum Mines, etc.—A. Henley

of Kansas, vice-president of the American Cement & Plaster Co., has purchased 4000 acres of gypsum lands near Quanah for \$21,150 and will develop same, erecting mills with capacity of 300 tons per day; company is also reported as having purchased the property of the Texas Plaster Co. near Quanah and to operate it.

Sherman—Power Plant.—The Interurban Railway Co., J. P. Withers, president, will erect large central power-house.

Waco—Town-site Company.—The Stamford Town-Site Co. has been incorporated, with capital stock of \$10,000, by C. Hamilton and others.

VIRGINIA.

Crab Orchard—Coal Mines.—A. Ballard Thurston of Louisville, Ky., and others will develop coal lands in Lee county, near Crab Orchard.

Danville—Pants, etc., Factory.—The Morotock Manufacturing Co., recently reported as incorporated for the manufacture of pants, overalls, etc., will install eighty machines (already contracted for) and operate by electric-power. Address No. 125 Union street.

Marion—Rock Quarry.—W. A. Culbert has contracted with J. B. Rhea to open new rock quarry on the latter's property, near Marion.

Martinsville—Iron Mines.—The Hairston iron mines have been purchased, it is reported, by Roanoke (Va.) parties, who will develop them at once. Miss Ann M. Hairston was the owner of the property.

Newport News.—The Liberty Silk Co. of 548 W. 57th street, New York, H. A. Van Llew, president, contemplates establishing a branch mill in Newport News, and is looking for site.

Petersburg—Mercantile.—The Petersburg Dry Goods Co. has been incorporated, with W. S. Watkins of Richmond, president; John R. Jolly of Petersburg, secretary.

Radford—Foundry and Pipe Works.—The Radford Foundry and Machine Works is enlarging its pipe-foundry department, installing new hydraulic casting cranes, etc.

Whitehall—Cigar Factory.—Whitlow Bros. are building a cigar factory.

WEST VIRGINIA.

Austen—Coal Mines and Coke Ovens.—William H. Gorman of Cumberland, Md., and Hatfield & Hillets of Philadelphia, Pa., have purchased 1400 acres of coal lands near Austen and will open mines; also will construct 100 coke ovens.

Charleston—Coal Mining.—The Elk Ridge Colliery Co., capital stock \$200,000, has been incorporated by L. Pritchard, H. L. Wherle, A. M. Pritchard, D. L. Ruffner and H. L. Pritchard.

Charleston—Telephone System.—The Globe Telephone & Telegraph Co., reported last week as incorporated, has at once commenced the construction of its telephone line to Welch. Peter Silman is president; L. Schwartz, treasurer, and E. M. Keatley, secretary.

Clarksburg—Coal Mines.—The Columbia Coal & Coke Co. (recently incorporated) organized last week by electing John A. Clark of Fairmont, W. Va., president; Uriah Jones, secretary-treasurer, and R. D. Wilson of Cumberland, Md., W. A. Somerville and the Messrs. Ford of Frostburg, Md., directors. Address president at Fairmont.

Colfax—Brick Works.—Colfax Red Brick Works, T. B. Williams, will build a \$10,000 red-brick plant with capacity of 25,000 brick per day; later on will manufacture shale street-paving brick and fire-brick.

Hampshire County—Lumber Mills.—Phillip McDonald (probably of Cumberland, Md.) has bought 1000 acres of timber lands, and will build saw-mills to cut same.

Hernshaw—Coal Mines, Coke Ovens, etc.—The Mermet Co. of Cincinnati, Ohio, has purchased the property of the Lens Creek Coal & Coke Co., as reported last week; has also purchased property of the Babbins and the Big Black Band mining companies and the West Virginia & Southern Railroad, and is operating all the plants at present except the Big Black Band mine, which will not be opened until spring; 1000 operatives will be employed.

Hinton—Chemical Company.—The Pine Tar Chemical Co. has been incorporated, with capital stock of \$30,000, by L. M. Bullitt, C. S. Thorne, T. H. Wilson, all of Philadelphia, Pa.; W. M. Pickett, F. H. Deming of Hinton, W. Va. Address last named.

Monongah—Coal and Coke Company.—The Viropro Coal & Coke Co. has been incorporated, with authorized capital of \$50,000, by J. A. Flickinger, H. G. Bowles, Alex. Parly and others.

Moundsville—Handle Factory.—Wade Big-

ler will manufacture chisel, file and other round handles.*

Parkersburg—Telephone System.—The West Virginia Western Telephone Co. writes that its improvements, recently completed, comprise an underground cable system, costing about \$45,000; also a number of telephone lines to various places. The company is now arranging to build a heavy line from Parkersburg up the Ohio river to Sistersville, where it will construct an exchange; also will build a line south of West Union in Doddridge county.*

Sistersville—Telephone Exchange.—The West Virginia Western Telephone Co. of Parkersburg (see item under that heading) will establish an exchange in Sistersville.*

Sistersville—Glass Factory.—Pittsburg capitalists contemplate the erection of a glass factory in Sistersville, and have had a representative investigating for a favorable site. Probably H. W. McCoy of Sistersville or J. H. Hamilton of Parkersburg can give information.

St. Albans—Lumber Mills.—D. G. Courtney will establish several mills for development of 5100 acres of timber lands on Davis creek.

Wheeling—Confectionery Factory.—John L. Ellis, George H. Helfer, Edwin W. Ellis, H. Lynn King and others have incorporated the Ellis & Helfer Company for the manufacture of confectionery, etc.; authorized capital \$50,000.

BURNED.

Augusta, Ga.—J. M. Berry's flour mill; estimated loss \$15,000.

Augusta, Ga.—Perkins Manufacturing Co.'s lumber plant, loss \$125,000; Georgia Iron Works, loss \$50,000.

Bowling Green, Ky.—E. O. Grissom & Son's flour mill; estimated loss \$20,000.

Lynchburg, Va.—The Lewis & Johns Manufacturing Co.'s fertilizer factory; loss about \$15,000.

McKinney, Texas.—McKinney Compress Co.'s cotton gin.

Melrose, Ga.—J. B. Martin's turpentine distillery.

Norfolk, Va.—The Nottingham & Wrenn Co.'s ice, lumber and storage warehouse.

Petersburg, Va.—Chives & Co.'s peanut factory; loss, \$3500.

Swainsboro, Ga.—Thompson & Raines' cotton gin; estimated loss \$5000.

Waynesboro, Ga.—J. S. Wales' cotton gin.

BUILDING NOTES.

Atlanta, Ga.—Library.—The plans of Ackerman & Ross of New York have been accepted for the Atlanta Carnegie Library; building will cost about \$115,000.

Augusta, Ga.—Hotel.—A movement is on foot for the erection of a \$125,000 hotel, plans for which are being drawn. Bryan Lawrence is interested.

Baltimore, Md.—Buildings.—Jackson C. Gott has prepared plans for construction of two additional buildings for the Home of the Feeble-Minded near Pikesville.

Charlotte, N. C.—Office Building.—The Charlotte Consolidated Construction Co. has had plans prepared by Hayden, Wheeler & Schwend for a two-story stone and terracotta office building 30x125 feet.

Chester, S. C.—Depot, etc.—The Carolina & Northwestern Railroad Co. will erect new passenger and freight depot at Chester. Address L. T. Nicholls, superintendent, Chester, S. C.

Columbia, S. C.—Depot.—The Southern Railway Co. and the Atlantic Coast Line will build a three-story brick and stone depot in Columbia at a cost of about \$100,000; Frank S. Gannon, general manager Southern Railway, Washington, D. C.

Columbia, S. C.—Hotel and Store Building. J. L. Minnaugh is having plans prepared by Frank P. Milburn of Charlotte, N. C., for remodeling his department store and the Grand Central Hotel building; cost of improvements \$30,000.

Durham, N. C.—Stores Building.—R. H. Wright has awarded contract for erection of stores building, as recently reported; building will be 65x90 feet.*

Fairmont, W. Va.—Hotel.—B. G. Williams has had plans made by George W. Giffin for rebuilding Skinner's tavern; building will be five stories, of pressed brick with stone trimmings, containing 150 rooms, equipped with electric lights, gas, water, etc.

Florence, S. C.—Buildings.—John Kuker will erect large business building; the Bank

of Florence will erect a bank building, with safety deposit vault; Sulzbacher & Son will erect a two-story building; Dr. C. H. Prince will erect two-story building, and the city hall will be rebuilt. These buildings are to replace those recently burned.

Galbraith Springs, Tenn.—Hotel.—E. A. Galbraith will rebuild his hotel, burned several months ago; M. E. Parmlee is preparing plans for it, to be a two-story structure, and will soon be ready to receive bids.

Greensboro, N. C.—Dwelling.—John Gray Bynum has had plans prepared for erection of a dwelling.

Greenville, Miss.—Cold-storage House.—Fabst Brewing Co. of Milwaukee, Wis., asks sealed proposals on the erection of a cold-storage house at Greenville. Plans, etc., at office of H. Scott, 219 Washington avenue, Greenville.

Greenville, S. C.—Power-house.—Sealed proposals will be received by the National Gas & Construction Co., 112 North Broad street, Philadelphia, Pa., until January 4 for furnishing the material and erecting complete at Greenville, S. C., one brick power-house for electric-light and street railway, together with brick smokestack and all foundations for machinery. Plans and specifications will be on file and may be seen at office, or copies can be furnished by mail. Usual rights reserved.

Maysville, Ky.—Depot.—The Louisville & Nashville Railroad Co. has ordered plans for its proposed depot to be built in Maysville; structure will cost \$7000; J. G. Metcalfe, general manager, Louisville.

New Orleans, La.—Theater.—Col. John P. Hopkins of St. Louis, Mo., will rebuild the St. Charles Theater, recently burned at New Orleans; new building will cost \$200,000 and seat 3000 people.

Richmond, Va.—Apartment-house.—A six-story brick and stone apartment-house to cost about \$50,000 will be erected. Address for particulars Charles H. Read, Jr., architect.

Welch, W. Va.—Hospital.—Proposals will be received until January 6 for the erection of a hospital building in accordance with plans and specifications prepared by Yost & Packard of Columbus, Ohio, at whose office plans, etc., may be seen; also may be seen at office of George Henneman, Charleston, W. Va., and office of Pulaski Iron Co. at Eckman, W. Va. Address S. F. Morris, president directors Miners' Hospital, Eckman, W. Va. (This item was mentioned by error under Eckman, W. Va., last week.)

Wheeling, W. Va.—Business Building.—Stone & Thomas have had plans prepared for a large addition to their present buildings, Nos. 1020-1032 Main street.

RAILROAD CONSTRUCTION.

Railways.

Aberdeen, N. C.—It is understood that the Aberdeen & Rock Fish Railroad Co., which has recently issued \$50,000 worth of bonds, will use a portion of this for its proposed extension. John Blue of Aberdeen is president of the company.

Addison, W. Va.—The Mable, Middleford & Addison Railroad Co. has been chartered to build a line from Mable, in Randolph county, to Addison.

Big Stone Gap, Va.—It is reported that arrangements are being made to construct a railroad from Big Stone Gap to Pineville, Ky., along the Clover fork of the Cumberland river. Ballard Thruston of Louisville is reported as interested in the enterprise.

Bristol, Va.—The Virginia & Southwestern Railroad Co., it is understood, will construct several branches from one to six miles in length to reach its ore property in Johnson county, Tennessee. E. R. Chapman at Bristol is vice-president of the company.

Centerville, Tenn.—The proposed railroad line from a connection with the Nashville, Chattanooga & St. Louis road into Hickman county is called the Swan Valley Railroad. The company proposes increasing its capital stock to \$100,000. W. H. Wright of Centerville is one of the incorporators.

Chattanooga, Tenn.—W. H. Wells, chief engineer of the Southern Railway Co., writes the Manufacturers' Record that the question of reducing the grades on the section of the Southern between Chattanooga and Cleveland, Tenn., will be investigated and estimates made of the cost.

Chester, S. C.—W. A. Barber, president of the Carolina & Northwestern Railway Co., confirms the report in the Manufacturers' Record that it is to be changed to a standard-gauge road and extensions built as soon as practicable. The company is now making

contracts for the necessary ties, and expects soon to purchase rails and rolling stock. L. T. Nichols at Chester, S. C., may be addressed.

Clarksville, Tenn.—E. L. Buckley of New Providence is promoting the proposed electric railway between Clarksville and New Providence.

Dallas, Texas.—The Texas Trunk Railroad has been formally transferred to the Southern Pacific Co., and it is understood the work of extending it to Beaumont, Texas, will be completed as soon as possible. J. T. Mahl at Houston, Texas, is engineer.

Durham, Ga.—Surveys are being made for another railroad line from the iron-ore property near Durham through what is known as Dry valley to a terminus at St. Elmo in the suburbs of Chattanooga, Tenn. The surveys are in the interest of a company which proposes developing the ore territory adjacent to the route.

Eagle Lake, Texas.—W. T. Eldridge, general manager of the Cane Belt Railroad Co., writes the Manufacturers' Record that the portion of its line between Sealy and Bonus has been completed, and that the road is being graded between Bonus and Glen Flora. Velasco is to be the southern terminus of the line.

Farmville, Va.—The Appomattox, Bucking- ham & Cumberland Railroad Co. is being formed to promote a line from Appomattox Courthouse to Farmville, a distance of twenty-five miles. A charter will be secured at the next session of the Virginia legislature. Among those interested are James R. Werth and M. L. Van Doren of Richmond.

Fayetteville, N. C.—About eight miles of the Fayetteville & Albemarle Railroad have been graded between Albemarle & Southern Pines. The road is to be thirty-three miles long, and it is stated that construction will be commenced in a few weeks. C. J. Brown is president and H. L. Thurston engineer of the company. Their headquarters are at Southern Pines.

Glasgow, Ky.—The Glasgow Railroad, it is stated, is to be extended to Burksville, Ky., a distance of about forty miles, by its present owner, H. C. Trigg of Glasgow.

Glasgow, Va.—W. L. Porter and others have organized the Glasgow Railroad Co. to build from the town named to Glasgow Junction.

Hinton, W. Va.—The work of grading the Hinton, New River & Western Railroad between the Chesapeake & Ohio and the Norfolk & Western systems is now in progress.

Jamestown, Va.—A bill has been intro- duced into the Virginia legislature to incorporate the Jamestown, Williamsburg & Yorktown Railroad Co., which proposes building a line between the cities named.

Kansas City, Mo.—A company has been formed to build an electric line between Kansas City and Warrensburg, Mo., a distance of about thirty-eight miles. Albert E. Holmes and A. M. Gossett of Kansas City are among the promoters.

Knoxville, Tenn.—J. W. Coulston of Cou- dersport, Pa., is interested in a proposed railroad which will extend through a portion of Monroe county, Tennessee, connecting with the Atlanta, Knoxville & Northern road.

Knoxville, Tenn.—Bids have been received for the proposed extension of the Atlanta, Knoxville & Northern Railroad, which will be six miles in length and avoid several grades on the present route. J. McWilliams at Marietta, Ga., is general manager.

Leland, Miss.—The branch of the Illinois Central being constructed from Leland to a point on the Phalia river will be about eighteen miles in length. The grading is nearly completed. Pond & Cooper of Moorhead, Miss., are contractors.

Lockhart, S. C.—Most of the grading upon the branch of the Southern Railroad to Lockhart has been completed, and it is expected that the line will be ready for train service within the next sixty days.

Mobile, Ala.—The Mobile, Jackson & Kan- sas City Railroad Co., it is announced, has secured the necessary capital to complete the line to Jackson, Miss. It is now in operation from Mobile to a point fifty miles west. The extension will be 110 miles long. Frank B. Merrill is general manager of the company.

Mount Airy, N. C.—Tracklaying has begun upon the Mount Airy & Eastern Railroad being built between Mount Airy and the headwaters of the Dan river. This part of the road will be about twenty miles long. Among those interested are Walter H. Tunis of Baltimore and T. E. Houston of Chester, Pa., who is president of the company. S. A. White of Roanoke is engineer of the company.

Mount Pleasant, W. Va.—The Belmont county commissioners have granted a franchise for the construction of an electric railroad between Bridgeport and Mount Pleasant. J. A. White of Mount Pleasant is one of the principal promoters.

Rock Hill, S. C.—The business men of Rock Hill are considering a branch seven miles in length to a connection with the Seaboard Air Line at Harmony Grove.

Rockland, Texas.—The Southern Pacific Railway Co. has let a contract for the construction of ten miles additional extension on its Texas & New Orleans division to Dodge Mason of Kemp, Texas. This makes the total length of the extension contracted for twenty-five miles. J. T. Mahl at Houston is engineer in charge.

Sherman, Texas.—J. P. Withers, president of the Interurban Railway Co., writes the Manufacturers' Record that its line will be between nineteen and twenty miles long in all, including three or four miles in each city and nine miles of connecting line. It is expected to let contracts in a few weeks. Engineers are now completing estimates of the work.

Smithville, Va.—A correspondent of the Manufacturers' Record writes that B. P. Eggleston of Smithville is interested in the proposed railroad line from this town to a connection with the Southern system, a distance of about five miles. It is understood that New York parties are also interested in the matter.

Washington, D. C.—Another bill has been introduced in Congress with the view of allowing the Pennsylvania Railroad Co. to make its proposed terminal improvements, which include the construction of an elevated track system and new bridge across the Potomac river. W. H. Brown at Philadelphia is chief engineer of the company.

West Point, Miss.—Right of way is being obtained for the proposed branch of the Illinois Central Railroad between West Point and Winfield, Ala., a distance of forty-five miles. Surveys for this line were made some time ago. David Sloan at Chicago is chief engineer of the company.

Street Railways.

Clarksburg, W. Va.—S. C. Dunham has been elected president; Leonard Peck, vice-president, and F. B. Haymaker, secretary and treasurer, of the Clarksburg Street Railway Co., which was recently organized to build an electric line in the city.

Kansas City, Mo.—Richard Gentry and Bernard Corrigan have formed a company to construct an electric line in the city which will be about ten miles in length. A franchise has been requested from the local authorities.

Richmond, Va.—The city council has passed an ordinance in favor of allowing the Richmond Passenger & Power Co. to build its proposed electric lines in the city.

Machinery, Proposals and Supplies Wanted.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.

Abrasives.—See "Emery Wheel."

Boiler.—C. G. Sayre, Abbeville, S. C., wants prices on 100 to 125-horse-power second-hand boilers, both fire and water tubular.

Boiler and Engine.—A. Fairchild, Morgantown, W. Va., wants to buy new or second-hand 25-horse-power upright boiler, with 12 to 15-horse-power engine (upright preferred).

Boilers and Engines.—See "Knitting Mill."

Building Materials.—R. H. Wright, Durham, N. C., is in the market for one elevator, lime, Portland cement, polished plate glass and roofing (probably tin).

Corn Mill and Chopper.—Brewster & Stevenson, Lockney, Texas, want to buy gasoline engine, chopper to chop kafir corn; small corn mill; also want a line shaft, with pulleys.

Cotton Mill.—Parker Cotton Co., W. K. Parker, proprietor, Goldsboro, N. C., wants

estimates on a 5000-spindle mill (buildings and machinery) for spinning hosiery yarns; also on a weaving mill.

Cotton-mill Machinery.—E. L. Hedrick, Taylorsville, N. C., wants 2000 spindles and thirty-six to fifty looms, water-wheel, etc. Second-hand equipment will answer.

Electric-light Plant.—Martin Construction Co., Winchester, Ky., is in the market for a 75-kilowatt alternating machine of 1040 voltage and for a 75-light arc machine of 1200 candle-power.

Electric-light Plant.—G. H. Smith, Lexington, Ga., wants estimates on electric-light plant of 250 lights complete except boiler and engine; also on three miles copper line wire for same, together with 100 insulators, brackets and arms, etc.

Elevator.—See "Building Materials."

Elevator.—McCauley-King Mercantile Co., Waxhaw, N. C., wants proposals on hand-power elevator.

Emery Wheel.—Samuel Patchett & Son, Easton, Md., will need an emery wheel.

Engine.—See "Gas Engine."

Engine.—Southern Manufacturing & Construction Co., Charleston, W. Va., is in the market for a 125-horse-power Corliss engine, new or second-hand.

Flour Mill.—Chickamauga Manufacturing Co., Lafayette, Ga., will buy flour-mill machinery.

Flour Mill.—R. F. King & Bros., Sweet Home, N. C., will be in the market for new flour-mill machinery.

Flour-mill Machinery.—R. P. Poynter, Glasgow, Ky., wants to buy second-hand flour-mill machinery.

Gas Engine.—Samuel Patchett & Son, Easton, Md., will need a gas engine.

Gasoline Engine.—See "Corn Mill and Chopper."

Heating System.—Proposals will be received until January 12 for revision of low-pressure steam-heating system in courthouse, Newport News, Va. Plans and specifications can be seen at city clerk's office. Bids must be sealed and marked "Estimates for Heating," and addressed to J. A. Massey, city clerk. Usual rights reserved.

Ice Factory.—Martin Construction Co., Winchester, Ky., is in the market for a 25-ton ice factory complete.

Ice Machine.—Southern Manufacturing & Construction Co., Charleston, W. Va., is in the market for an 8 to 10-ton ice machine.

Knitting Mill.—Melrose Knitting Mill Co., Raleigh, N. C., will want knitting-mill machinery, including boilers, engines, etc. Address G. E. Leach.

Lumber Dealers.—S. B. Horvill, Bostic, N. C., wants addresses of dealers that handle poplar squares.

Machine Tool.—Max F. Abbe Manufacturing Co., 26 Cortlandt street, New York, N. Y., wants second-hand boring mill, six to ten feet.

Machine Tools.—Samuel Patchett & Son, Easton, Md., will need a three-bit drill.

Mining Machinery.—Ouachita Mineral Land & Timber Co., Mena, Ark., will purchase mining machinery.

Olecloth Machinery.—Green, Forester & Co., Kansas City, Mo., want to correspond with manufacturers of machinery for making slicker olecloth.

Paper.—Sealed proposals will be received until January 11 for furnishing paper for public printing and binding for year ending 28th of February, 1901. Detailed schedules of description, quality and quantity required, accompanied by samples and blank proposals and giving regulations with which bidders must comply, can be obtained by addressing F. W. Palmer, public printer, Washington, D. C.

Pump.—See "Tobacco Pump."

Railway Equipment.—Carolina & Northwestern Railway Co., Chester, S. C., will be in the market for rail and rolling stock at an early date. Address W. A. Barber, superintendent.

Railway Equipment.—Central Phosphate Co., Mt. Pleasant, Tenn., wants quotations on two locomotives of about 17,500 pounds for track gauge of 600 millimeters or 23½" for traction of tram cars, to be delivered, freight and custom duty prepaid, to Havre or Dunkirk (France) or any other port of that region; also the date of eventual delivery.

Safe.—C. G. Sayre, Abbeville, S. C., wants prices on second-hand iron safe.

Shafting, etc.—See "Corn Mill and Chopper."

Telephone Equipment.—West Virginia Western Telephone Co., Parkersburg, W.

Va., will need a large quantity of telephone material, instruments, wiring, etc.

Tobacco Pump.—Wendell Ruoff, Knoxville, Tenn., wants second-hand double or treble plunger tobacco pump (John H. McGowen make preferred).

Tubing.—Cage & Baker, Linz Building, Dallas, Texas, want addresses of parties who can furnish steel or metal tubing twenty-three to twenty-four inches inside diameter; about three-sixteenths to one-quarter inch.

Woodworking Machinery.—B. D. Moore, Ridgeway, N. C., wants to buy a second-hand planer.

Woodworking Machinery.—B. D. Moore, Ridgeway, N. C., wants to buy a second-hand planer.

Woodworking Machinery.—Wade Bigler, Moundsville, W. Va., wants addresses of manufacturers of machinery for making chisel, file and other round handles.

Woodworking Machinery.—Mallard Lumber Co., E. G. Mallard, secretary, Greeleyville, S. C., wants estimates from manufacturers of shuttle, spool and bobbin machinery for a complete outfit.

TRADE NOTES.

Opportunity for Investment.—Mr. James T. Holmes of Seguin, Texas, is desirous of completing arrangements for the further development of a good water-power, which is now being utilized. It is contemplated to make arrangements for erecting a cotton factory in connection with this power. See advertisement for further details.

Increasing Orders for a New Boiler.—Capt. M. De Puy, patentee of the Paragon boiler, of 19 South street, New York, writes that his recent orders included a contract to equip a steamer for H. W. Ellis & Son of Seattle, Wash. The contract calls for four boilers five feet wide, ten feet long, set up in pairs, fronting each other, each boiler to be provided with a scientifically-built mud drum. The increasing orders for this boiler show that its merits are rapidly becoming known and securing for its maker a large share of the boiler trade.

Electric Motors for Japan.—A large order has just been received by the Sprague Electric Co., New York, for sixteen motors to be used in running the presses and machinery in a lithographing establishment in Tokio, Japan. It will be one of the finest equipped plants in Japan, and will be operated under the supervision of a Japanese expert, who is now in this country gathering ideas. The selection of the Lundell motors demonstrates the ability of the Japanese to recognize the importance of electrically-operated machinery, and also the best motors.

Ice Machinery for Japan Also.—The most recent foreign order filed by the York (Pa.) Manufacturing Co. is to supply a six-ton can ice factory for erection at Kobe, Japan. Other recent orders for the York ice and refrigerating machinery included a 50-ton plant at Montgomery, Ala.; 50-ton ice plant at New York; 25-ton refrigerating plant for a Pittsburgh packing-house; 50-ton factory at Rocky Mount, N. C.; 25-ton factory at Sumter, S. C.; 10-ton factory at Huntsville, Ala.; 20-ton increase in plant at New Orleans, La., and 50-ton factory, with refrigerating addition, at Atlantic City, N. J.

Foundry Activity.—As a result of the great activity in the iron and steel industries this year the S. Obermayer Co. of Cincinnati has largely increased its business. Not only this activity, but the company's able management and meritable products, have attained this increase. The company states that its volume of business for 1899 exceeds any year since it was established, in 1870; that its export business has increased 100 per cent. over 1898, and that it outfitted 112 new foundries during 1899. The S. Obermayer Co. manufactures foundry facings, supplies, equipments, etc.

Ice Machinery, Engines, etc.—The constant erection of new ice factories and refrigerating plants supplies the builders of machinery for those industries a volume of business that seems never to diminish. The Vilter Manufacturing Co. of Milwaukee, Wis., is one of the best-known constructors of machinery, its line including ice factories, refrigerating machines, engines, etc. Recent contracts closed by the company show that its business is not confined to any one section, but that the entire country uses its product. Southern companies have used Vilter machinery with most satisfactory results, and prospective buyers are advised to get estimates from the Vilter Manufacturing Co. before placing contracts.

A Handsome Xmas Gift.—The Western Electrical Supply Co. of St. Louis has sent out to all its trade as a Xmas remembrance a very handsome souvenir in the shape of an aluminum pocket cigar case, filled with good cigars, a useful as well as a very satisfactory present to most men. The case is a very handsome one, and the idea is certainly new. The company states that its business in every department has far exceeded the greatest expectations, and wishing to thank its numerous customers, it was thought that this method of getting to all of them would be the most acceptable. No supply house in the country has grown so rapidly and solidly as this company. Its policy of giving all orders, whether small or large, the best attention, has succeeded in the long run, and today it stands in the front rank as one of the largest supply houses in the country, with an enviable reputation for integrity and business ability. The outlook for business in 1900 is extremely good, so the Western Company thinks.

Textile Manufacturers Praising Filters.—Textile manufacturers know that pure water is a requisite in their business, and are constantly on the lookout for improved apparatus for filtering purposes. During the year the Lotte & Mazeris Co. of Allentown, Pa., ordered a filter from the New York Filter Manufacturing Co. of 26 Cortlandt street, New York city. Writing in regard to the results attained by the use of this filter, the textile company says, under date of December 14: "We have had the 10-foot filter in operation since April 1, running night and day (storage capacity of 100,000 gallons), and it is with pleasure that we say it has given perfect satisfaction. The saving in time and labor in washing white, light shades, etc., is from 15 to 25 per cent., not considering increase in production and the impossibility of doing perfect work without it." The Griswoldville (Mass.) Manufacturing Co., which put in a New York Filter Manufacturing Co. filter in September last, writes: "Regarding the 10-foot filter, we can speak well of it as far as our experience goes. We find it saves us time and expense in the operation of the bleaching, and has improved the looks and quality of our goods." These letters are but samples of many of similar tenor, some of which give the actual saving in dollars and cents effected by means of the filters referred to.

TRADE LITERATURE.

Don't Forget Us.—Messrs. G. M. Davis & Son of Palatka, Fla., are issuing a 1900 calendar with the caption "Don't Forget Us." This calendar is neat and practical. The Messrs. Davis are manufacturers of cypress tanks of all sizes.

Mechanical Draft.—A second edition of the lecture by Walter B. Snow on "The Influence of Mechanical Draft Upon the Ultimate Efficiency of Steam Boilers" has just been issued by the B. F. Sturtevant Co. of Boston, by whom copies will be sent upon application.

New Year's Greeting.—As a New Year's greeting Messrs. Samuel H. French & Co. of Philadelphia are sending their friends and patrons one of those handy memorandum-padded calendars. Messrs. French & Co. offer a complete line of Buck white lead, Peerless mortar colors, varnishes, japans, etc.

Invention's Gift to Labor.—The Marion Steam Shovel Co. of Marion, Ohio, issues a 1900 calendar for office use. The background represents in colors the gift of invention to labor, the Barnhart steam shovel, which is now used in all quarters of the globe, its manufacturer being the Marion Steam Shovel Co.

Gems of Calendars.—The Okonite Company, Ltd., of 253 Broadway, New York, whose specialties are okonite wire, tape, etc., has issued for the new year dainty calendars showing stereoscopic views of such famous English localities as Westminster Cathedral, Charing Cross, etc. The calendar is really subordinate to the view.

Dream of Peace.—The Crooked Fork Coal Co. of Petros, Tenn., issues a 1900 calendar, the headpiece of which is a reproduction of the painting titled "Dream of Peace," by Lionel Rogers. The Crooked Fork Company is miner and shipper of the famous Brushy Mountain coal, which as a steam coal is claimed to have no superior.

Protective Paint for Metals.—The Goheen Manufacturing Co. of Canton, Ohio, issues a card giving a picture of the Fourteenth-street viaduct at Denver, the fencing and metal work of which is protected by "carbonized coating." This coating is offered as

a protective for iron and steel construction. The maker claims it is impermeable to acids, alkalis, sulphur fumes, etc. Send for "Preservation of Wood, Steel and Galvanized Surfaces."

Economizing in Fuel.—Economy of fuel is one of the factors in a manufacturing business that materially aids to increase the profits of proprietors. "Money saved is money made" aptly applies to fuel economy. The Green Fuel Economizer Co. of Mattawan, N. Y., manufactures the well-known Green's economizer alone, and is therefore able to put on the market the most complete up-to-date and cheapest (consistent with good work) device. The recent sales of the company included orders from a number of Southern plants. Send for leaflet just issued.

The Textile Mill's Interests.—An advance copy of pamphlet entitled "The Textile Mill, the Dyehouse, the Bleachery, from the Financial Standpoint" (third edition) has been issued. The New York Filter Manufacturing Co. says that the call for this pamphlet has exhausted the two previous editions, and in the present third edition is embodied considerable additional matter not appearing in the two previous editions. We would suggest our readers sending for this pamphlet, which will be ready for distribution soon, and which will be mailed free upon application. The economies and savings effected in the textile mill, the dyehouse and the bleachery, as referred to in this pamphlet, are such that all parties interested financially or otherwise should find the pamphlet profitable reading.

Vitrified Wheels.—Managers of modern plants wherein abrasive materials find use will find it to their interest to peruse the new catalogue of the Vitrified Wheel Co. of Westfield, Mass. This company produces a line of vitrified wheels that have proven by years of use to possess those factors of efficiency and economy that are demanded in all supplies for a successful manufacturing business. The vitrified process of making emery and corundum wheels requires for the production of a reliable article the utmost care and skill that experience and complete facilities can afford. The Vitrified Wheel Co. offers a line of goods that it claims will satisfy the most exacting user, and moreover, that breakages of its wheels are, by reason of the perfection attained in their production, reduced to a minimum. Catalogue sent upon application.

Dynamos and Engines.—The catalogue before us is descriptive and illustrative of the Thompson-Ryan dynamo and the McEwen automatic engine, two mechanical products that have earned a high reputation for worth. The engine's reputation as a simple and close-governing apparatus is not excelled in its class. The dynamo has proven its exceptional worth thoroughly, as reports from users of it amply testify. The Ridgeway Dynamo & Engine Co. of Ridgeway, Pa., manufactures these two machines, and will furnish catalogues on application by those interested. The descriptions of these machines will be found of exceptional interest, not only by those thinking of buying engines or dynamos, but also by those now using such apparatus, as they may find the Thompson-Ryan dynamo and the McEwen engine to possess qualities that will give them more satisfaction than their present equipments.

Foundry Equipment and Supplies.—The activity in iron and steel manufacturing branches this year has kept the supply men busily engaged. Supplies for the iron and brass foundries of America constitute a large item in the manufacturing world. The J. W. Paxson Company of Philadelphia manufactures a most complete line of these goods, and claims to have been the first establishment to do so. The Paxson Company's catalogue (No. 11) should be in the hands of every founder in this country, its line of goods including everything wanted by the foundry, from the cupola down to the molder's tools. The Paxson-Colliu cupola is one of the products of this company, and it is an equipment that has found extensive use and highest praise. Paxson rammers are also widely known. The form of the catalogue is most useful; it is durable and has as a part of its contents rules, measurements, weight tables, etc., of especial use in the founders' art. Copies on application.

Elegant Souvenir.—An elegant wall poster has been issued by J. A. Fay & Co., Cincinnati, Ohio, who make a full and complete line of all kinds of machinery for working wood. The poster is handsomely designed and printed in two colors, red and green, on fine white paper, making a very showy appearance. This poster shows about 100 of

the latest improved machines, especially adapted to planing mills, carpenter, sash, door and blind work, furniture, chair and bracket factories, car, railway, bridge and agricultural works, buggy, carriage and wagon builders, spoke, wheel and handle factories, colleges, technical schools, State institutions, navy-yards, etc., and every user of machinery should have one hung up in his office to refer to. Send for one, stating where you saw this notice. This company claims to be the largest woodworking machinery concern in the world, and has had a special corps of expert mechanics and draughtsmen at work for the past eighteen months, whose only duties have been to design machines on advanced principles and improve those already built. The line of machinery now offered is superior.

Fidelity & Guaranty Co.'s Calendar.—The United States Fidelity & Guaranty Co. of Baltimore, Md., is one of the best-known corporations in its class, and the energy of its officials has combined with ample capital to extend its business throughout the United States. The modern bonding system that has relegated to the rear the old-time method of insuring a person's fidelity is the company's business. As a constant reminder of its name and purpose the company has issued a handsome calendar for 1900. It is printed in the national colors. The shield of the United States holds the date and day pads, while on each side are seen pictures of our army and navy officers made famous by the late Spanish-American war. Generals Lee, Miles, Shafter and Wheeler represent the land contingent, while Admirals Dewey, Schley and Sampson and Lieutenant Wainwright represent the soldiers of the sea. The central engraving represents two youthful admirals in full uniform standing among the accouterments of their profession. The United States Fidelity & Guaranty Co. is authorized and empowered to execute bonds in lieu of personal security in all cases.

Wood Preservatives.—Wood preservatives have attained extensive use, and their application to material used in the construction of marine work, railroads, etc., is constantly on the increase. In the construction of strictly permanent structures preservatives find their most valuable application. Many causes have combined to produce the increased use of preservatives, and as to efficiency, that has been demonstrated many times. The International Creosoting & Construction Co. of Galveston, Texas (with works at Beaumont, Texas), has an extensive plant devoted to the production of wood preservatives and for treating wood, and it has issued an illustrated booklet which describes its methods and devices. Interested parties will find this booklet of considerable interest, and are invited to ask the company for a copy of it. Not only does the International Creosoting & Construction Co. creosote with dead oil of coal tar such material as bridge and wharf timbers, railroad ties, piling and telegraph poles and burnettize ties with chloride of zinc, but it also contracts for the construction of railroads, wharves and bridges. Into such construction work it incorporates the methods that it has found by experience to be the most efficient in each particular case.

Smoke Removed as Generated.—The demand for Buffalo down-draft forges is so great that the manufacturer's plant is taxed to its utmost to keep pace with orders. The Buffalo Forge Co. has issued a brochure illustrating a number of new types which have recently been designed and brought out to meet special requirements. One type is adapted especially to carriage, wagon and training-school smith shops, being originally designed for the latter. For moderate work this forge is perhaps better adapted than any other type. For still heavier work another is offered. The company's heaviest and largest forge is constructed entirely of cast iron and designed for the heaviest work which was ever performed in a black-smith shop. Steel-plate construction types, also illustrated, find wide sale with a certain class of customers, as these forms apply in certain cases where the cast-iron forms do not. Also shown is a down-draft stationary blast-heating forge. The highly injurious fumes from hot coal, coke and furnace fires which imperil the health of the operators are readily eliminated with this system. The Buffalo down-draft system was not applied to the heating furnace at as early a date as to the forges, but it is so highly efficient that the company is having a demand unprecedented for these applications. The Buffalo down-draft forges and furnaces are a new departure in smoke removing. Smoke and gases are drawn away immediately on being generated; no escape from the largest and heaviest fires; done by down-draft suction through underground

tile pipes; no overhead piping systems or inefficient telescopic hoods obstructing valuable space and light; hoods adjustable to different positions at fire, according to conditions; forge-shop atmosphere pure as the best ventilated machine-rooms, and temperature materially reduced in summer; practically indestructible. Their first cost is moderate, and there is no further expense. Overhead piping is subject to frequent renewal. These shop equipments taken from burning buildings have been erected without repairs. The Buffalo down-draft forges were patented November 29, 1899. Users and infringing manufacturers will note all rights vigorously upheld.

Compressed-Air Appliances.—The ever-broadening field of uses for compressed air and the rapid increase of inventions of compressed-air motors, machinery and appliances have produced a number of changes in the design of the earlier compressors, the scope of which was confined almost entirely to mine and tunnel work. Compressed air is now used in nearly every art, and the ingenuity of inventors has so perfected such appliances that the modern compressor embodies every refinement proven of actual value. The great variety of designs adapted to a variety of work now on the market continues to widen the field of use of compressed-air machines. One of the most widely-known manufacturers of this class of machinery is the Rand Drill Co. of 100 Broadway, New York city. In two books coming from this company the subject of air-compressing machinery is fully described and illustrated. The evidence of superiority of the Rand machinery is fully attested by the use that it has attained throughout the world. Engineers and contractors of many countries avail themselves of the mechanical perfection of these machines. The Rand Drill Co. has complete faith in the superiority of its product, and announces itself as prepared to take up new problems in designs for special work in case its present models may not be adaptable for any specified purpose. Information promptly furnished to interested parties, or catalogues and other literature will be sent to those applying. "Air and Gas Compressors" and "Rock Drills and Drill Mountings" are the titles of the two books above mentioned.

On January 3 the Foundrymen's Association will have a dinner at the Manufacturers' Club at Philadelphia, at which Mr. George H. Hull, president of the American Pig-Iron Storage Warrant Co., will read a paper on the pig-iron syndicate of Germany, the pig-iron warrant system of Great Britain and the pig-iron selling system of the United States, with some of the advantages and disadvantages.

Reduced Rates to Pittsburg, etc., via Pennsylvania Railroad.

The Pennsylvania Railroad Co. announces that on December 23, 24, 25, 31 and January 1 it will sell to the public excursion tickets from Baltimore to Pittsburg, Connellsville, Uniontown, Dravosburg, Scottdale, Braddock, Dunbar, Fairchance, Mt. Pleasant, Johnstown, Cumberland, Hyndman and Frederick, good to return until January 4, 1900, inclusive, at rate of a fare and a third for the round trip.

Personally-Conducted Tours via Pennsylvania Railroad—Season of 1899-1900.

The Pennsylvania Railroad Co. announces the following personally-conducted tours for the season of 1899 and 1900:

Mexico and California.—A 45-day tour will leave Baltimore February 13. Fourteen days will be spent in Mexico and eighteen in California. The party will travel over the entire route by the "Mexico and California Special," the finest train that crosses the continent.

Florida.—Four tours to Jacksonville will leave Baltimore January 23, February 6 and 20 and March 6. The first three of these admit of a sojourn of two weeks in the "Flowery State." Tickets for the fourth tour will be good to return by regular trains until May 31, 1900.

Tickets for the above tours will be sold from all principal points on the Pennsylvania Railroad. For detailed itineraries, giving rates and full information, address B. Courlander, Jr., passenger agent Baltimore district, Baltimore, or Geo. W. Boyd, assistant general passenger agent, Philadelphia.

FINANCIAL NEWS.

The Manufacturers' Record invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

The South in New York.

[Special Cor. Manufacturers' Record.]

New York, N. Y., December 26.

It seems now that the one spot in the country where there is a scarcity of money is in Wall street. Commercial paper is being discounted at materially lower rates in the West than here, while some visitors to interior cities say that banks there are more concerned about finding opportunities to lend money than ways of getting it. The bank statement of last Saturday showed an increase in surplus reserve of only about \$3,500,000, and this after a long period of heavy liquidation. In the face of the present slender reserve Europe is calling for more money, and last week's steamers took out nearly \$5,500,000, while an additional \$500,000 was engaged today. The much-talked-of return flow of "crop money" has not as yet given any material relief, and in fact it does not seem reasonable to expect very much from this source, for it is well known that the amount of money sent West this year to move the crop was very much smaller than usual.

As a result of the condition of the local money market there has, of course, been a great deal of talk about the desirability of further bond redemptions by the government. The Secretary of the Treasury, however, has decided not to listen to these appeals at present, and it is probable that the business interests of the country will endorse the stand taken by him, for there is considerable reason in the question frequently asked why the government should come to the relief of Wall street alone when the general business of the country is in prosperous condition. There is, of course, a growing surplus in the United States Treasury, and this is always the occasion for making complaint that the government is locking up money. To some extent this is true, but on the other hand it should be remembered that the war expenses are by no means ended, while new appropriations contemplated for increasing the navy, with many other of what may be called unusual demands on the federal treasury, mean that the government will need a great deal of money to meet its bills, and to many it seems quite as desirable that the government should carry a little surplus cash as an individual or a corporation, and it certainly seems preferable to issuing bonds to make up for a deficiency, which was one result of the popular cry a few years ago to "get rid of the surplus." Of course, Wall-street brokers may argue in favor of bond issues, as they would then have more bonds to sell, but Wall street is only one part of the business community.

The government's offer to purchase bonds has now expired, and of the \$25,000,000 bonds covered by the terms of the offer, rather less than \$20,000,000 were presented for redemption. This, however, does not necessarily mean that money was not needed, for many of these bonds undoubtedly were in the hands of investors who much preferred a long-term security where interest was absolutely sure to a present profit on their investments. It is a rather interesting circumstance that since the offer was made the price of the bonds in the open market has risen considerably above the government's bid, largely owing to a desire on the part of national banks to get the bonds for pur-

poses of circulation or securing government deposits.

While there were substantial gains in prices on Saturday and today, it needs only a glance at the stock list to show that these recoveries leave the general level of value far below that of three weeks ago. Opinion, too, is considerably unsettled at the moment, as might be expected after such sharp disturbance, and also in view of the customary shifting of loans at the end of the year preparatory to arranging for the annual dividend and interest payments. While the Southern stocks went down with the others, it is noticeable that several of them made rapid recoveries. Among these is Louisville & Nashville, which may justly be called "the St. Paul of the South," for the splendid increases in earnings that this road has steadily shown are making it an admitted rival of the Grangers in popularity both here and abroad. For the third week of the month the increase in gross earnings was over \$71,000, and since July 1 the gross earnings show the splendid gain of over \$2,000,000. The Southern Railway also continues to give evidence of very heavy traffic, which, in turn, must reflect a large business in manufacturing and other lines. The increase of this road in gross earnings for the third week of the month is a little over \$81,000. The Central of Georgia is less fortunate, as while gross earnings show a slight increase, the net earnings for November decreased nearly \$50,000.

The January dividend disbursements promise to be the largest on record. It is estimated that \$165,000,000 will be paid out on interest and dividends at New York, and over \$30,000,000 at Boston, with \$20,000,000 at Philadelphia. The bulk of this is by railroads, though industrial companies will contribute very largely. The government's interest payment at this time is not important, and has, in fact, already been largely anticipated. Although this is not the season for Southern companies to figure prominently in the dividend list, a number of Southern dividends will nevertheless help to swell the total, while interest on Southern bonds will also be quite a factor. Among dividends to be paid on Southern stocks may be mentioned a 3 per cent. semi-annual dividend of the Alabama Steel & Shipbuilding Co., which is guaranteed by the Tennessee Coal, Iron & Railroad Co. In this connection it is reported that early in January the latter company will clear up its back dividends on the preferred stock by distributing \$500,000, and there are many rumors that the common stockholders will receive checks at the same time, though it is too early to say whether such hopes are well founded, as while the company is unquestionably making large profits, it is quite possible that the directors will deem it conservative policy to defer dividend payments on the common stock until a larger surplus has been accumulated. The company is now making enlargements, which is said will increase its output of coal nearly 25,000 tons a day. The Republic Iron & Steel Co.'s dividend of 1½ per cent. on the preferred stock, which is payable on the 1st of January, is another in which the South is interested on account of the large properties owned by that company in Birmingham. It is also interesting to notice that the Old Dominion Steamship Co. in its usual quiet way has declared the regular dividend of 6 per cent.

Of course, all this money will not come back to Wall street, but a part of it will undoubtedly be reinvested or "re-margined" in securities, and this is probably the most interesting factor today in the future course of speculation. Whether

the distribution of this money will be accompanied by the proverbial January boom, however, is a matter about which it is possible only to guess.

NORTHERN INVESTMENTS SOUTH.

Insurance Companies Holding Southern Securities, Mortgages and Real Estate.

The investments by insurance companies of money in the South form a good indication of what such corporations think of the value of Southern securities and real estate. These organizations rank among the most conservative investors, and their financial agents are chary of placing loans or purchasing securities where any question may arise from hostile legislation or doubtful value.

The financial interest of the New York Life Insurance Co. in the South would indicate that the standing of this portion of the country ranks very high, as the investments of the company in question aggregate millions of dollars. According to its statement for 1898, the New York Company owned Southern municipal and State securities aggregating \$3,362,350, although some of these ranged as low in interest rates as 4½ per cent. Its holdings of Southern railroad bonds aggregated \$18,060,443, in addition to \$30,000 worth of stock of the Southern Railway Co. It also owned mortgages representing over \$500,000 in Baltimore, Atlanta and Savannah, Ga.

Its bonds included the following: Dallas (Texas) 5s, \$355,000; Louisville (Ky.) 4s, \$322,500; Jefferson County (Alabama) 6s, \$304,500; Nashville (Tenn.) 4s, \$300,000; Richmond (Va.) 4s, \$250,000; Fort Worth (Texas) 6s, \$220,000; Montgomery (Ala.) 6s, \$210,000; Austin (Texas) 5s, \$184,000; Galveston (Texas) 5s, \$175,000; Rome (Ga.) 4½s, \$168,000; San Antonio (Texas) 5s, \$148,000; Atlanta (Ga.) 4s, \$132,000; Memphis (Tenn.) 6s, \$105,000; Dallas (Texas) 6s, \$101,650; North Knoxville (Tenn.) 5s, \$100,000; Madison County (Alabama) 5s, \$60,000; Alabama 5s, \$50,400; San Antonio (Texas) 6s, \$50,000; San Antonio (Texas) 6s, \$40,000; Petersburg (Va.) 6s, \$31,200; Waco (Texas) 5s, \$30,000; Mississippi 4s, \$20,000; Atlanta 4½s, \$5100.

Its railroad investments comprised the following: Atchison, Topeka & Santa Fe 4s, \$2,775,000; Ohio & Mississippi 4s, \$2,050,000; Louisville & Nashville 4½s, \$1,035,000; Illinois Central 3½s, \$1,900,000; Morgan's Louisiana & Texas 7s, \$937,500; Chesapeake & Ohio 5s, \$715,000; Illinois Central 3s, \$668,000; Illinois Central 4s, \$1,020,000; Savannah, Florida & Western 6s, \$562,500; East Tennessee 5s, \$555,500; Savannah, Florida & Western 5s, \$512,500; Louisville & Nashville 4s, \$483,125; South & North Alabama 5s, \$445,000; Nashville, Chattanooga & St. Louis 5s, \$350,000; St. Louis & San Francisco 6s, \$345,000; Louisiana Western 6s, \$315,000; St. Louis & San Francisco 5s, \$309,000; Texas & New Orleans 7s, \$305,640; Raleigh & Gaston 5s, \$300,000; Louisville & Nashville 6s, \$277,300; Baltimore & Ohio Car Trust 5s, \$250,000; South Carolina & Georgia 5s, \$200,450; Seaboard & Roanoke 5s, \$200,000; Louisiana & Missouri River 7s, \$147,521; Louisiana & Missouri River 7s, \$102,092; Georgia Southern & Florida 5s, \$100,000; Virginia & Tennessee 8s, \$61,200; Maysville & Lexington 7s, \$48,720; Louisville & Nashville 6s, \$29,400; South Georgia & Florida 7s, \$28,000; South Georgia & Florida 7s, \$12,000; Southern Railway Co. stock, \$30,000; Illinois Central 3s, \$668,000.

Altogether the New York Life Insurance Co., according to this report, is interested in the South to the extent of over

\$20,000,000. Its confidence in railway securities is strikingly shown by the fact that it owns nearly \$3,000,000 worth of bonds of the Illinois Central system, on which the company pays but 3 and 3½ per cent. interest. It has over \$1,500,000 worth of 4 and 4½ per cent. bonds of the Louisville & Nashville, and over \$6,000,000 in various bonds bearing but 4 per cent. interest.

This is but one of a number of the largest insurance companies in the world which have taken advantage of the excellent opportunities offered to invest money in the South in various ways. Another similar organization has found that the construction of office buildings was a paying investment, and has made such improvements in Atlanta and elsewhere at a very large output, depending upon the rental for its income.

New Corporations.

The Bank of Sparta, Mo., has been organized by J. T. Morris and others, with \$10,000 capital stock.

R. B. Gilchrist and others have formed the Realty & Investment Co. of Charleston, S. C., with \$50,000 capital stock.

The Exchange and Savings Bank of Berlin, Md., has begun business with C. J. Purnell, president, and John D. Henry, cashier.

The Bank of Ohio, S. C., has been authorized to do business, with \$20,000 capital stock. A. J. Calhoun is one of the directors.

The Realty & Investment Co. of Baltimore County has been organized by Elmer J. Cook and John I. Yellott of Towson, with \$5000 capital.

The Newport News & Hampton Title & Guaranty Co. has been formed, with James McMenamin of Hampton, Va., president, and George A. Schmelz of the same place, treasurer.

The Rockingham National Bank, recently organized at Harrisonburg, Va., has elected A. M. Newman, president. G. G. Grattan and A. H. Wilson are among the directors. The bank will be opened for business in a few days.

New Securities.

F. H. Mitts, town treasurer, will receive bids for \$12,000 in 6 per cent. bonds issued by Tupelo, Miss.

T. S. Thompson will receive bids until January 4 for the issue of \$25,000 in 4 per cent. bonds of Berryville, Va.

Thomas A. Bent, mayor, will receive proposals until January 15 for the issue of \$25,000 in 5 per cent. bonds of Elkins, W. Va.

The Pauly Manufacturing Co. of St. Louis, Mo., has purchased the issue of \$8000 in 5 per cent. bonds of Jackson county, Mississippi.

The town of Hampton, Va., has been authorized by the legislature to issue \$30,000 in bonds. The town clerk will give further information.

The city of El Paso, Texas, will vote January 9 on the proposed issue of \$30,000 in bonds for improvements. The mayor may be addressed.

The city council of Baltimore is considering an ordinance to issue \$118,500 worth of 5 per cent. refunding bonds. Hon. Thomas G. Hayes is mayor.

The town of La Grange, Ga., will probably vote on the question of issuing bonds for improvements within the next few weeks. The mayor may be addressed.

The issue of \$300,000 in sewer bonds of Houston, Texas, has been sold to H. P. Hilliard of the Austin National Bank of Austin, Texas, at a premium of \$24,560.

The Mt. Vernon-Woodberry Cotton Duck Co. has given a trust mortgage for \$6,000,000 to the International Trust Co. of Baltimore. The Mt. Vernon-Wood-

berry Company includes some of the largest cotton-duck mills in the country.

The proposed bond issue of Newport News, Va., will amount to \$315,000. The legislature will be asked for authority to sell this amount. The mayor may be addressed.

A dispatch from Anniston, Ala., states that arrangements have been made to refund the present bond issue of the city, aggregating \$288,500, at a lower rate of interest.

Arrangements are being made to amend the charter of San Antonio, Texas, allowing it to issue bonds for certain improvements. The mayor will give further information.

The town of Indianola, Miss., has not as yet sold its issue of \$6000 in 5 per cent. bonds, and the amount may again be placed on the market. The mayor may be addressed.

Alexandria county, Virginia, has been authorized by the legislature to issue bonds for road improvements. The county commissioners may be addressed at Alexandria, Va.

The town of Tupelo, Miss., has placed on the market an issue of \$15,000 in 6 per cent. bonds for improvements. W. D. Anderson, mayor, may be addressed until January 15.

The Aberdeen & Rock Fish Railroad Co. of Aberdeen, N. C., has given a mortgage to the Mercantile Trust Co. of Baltimore to secure an issue of \$50,000 worth of 6 per cent. bonds.

Dividends and Interest.

The Lanett Cotton Mills Co., the West Point Cotton Manufacturing Co., the Lanett Bleaching Works and the Chattahoochee Valley Railroad Co., all located at West Point, Ga., have recently declared dividends.

The following dividends have recently been announced by Southern corporations: Firemen's Insurance Co. of Baltimore, 4 per cent. semi-annual; Prudential Loan Association of Baltimore, semi-annual; Security Storage & Trust Co. of Baltimore, 2½ per cent. semi-annual; Virginia Trust Co. of Richmond, 3 per cent. semi-annual; Richmond Transfer Co., 6 per cent. annual; Metropolitan Bank of Richmond, 2½ per cent. semi-annual; Richmond Loan & Trust Co., \$1 per share semi-annual; Virginia Fire & Marine Insurance Co. of Richmond, 4 per cent. semi-annual; Edison Electric Co. of Savannah, \$3 per share semi-annual; Oglethorpe Trust Co. of Savannah, 3 per cent. semi-annual; Southwestern Railroad Co. of Savannah, \$2.50 per share semi-annual; National Bank of Augusta, Ga., \$3.50 per share semi-annual; New Orleans Gaslight Co., \$2.50 per share semi-annual; National Union Bank of Maryland, 2½ per cent. semi-annual; Alabama Building and Loan Association, 3 per cent. semi-annual; Richmond Loan & Trust Co., \$1 per share semi-annual; Richmond Title & Trust Co., 2½ per cent.; State Bank of Virginia, 3½ per cent.; Fire & Marine Insurance Co. of Richmond, 4 per cent. semi-annual; Savings Bank of Richmond, 3 per cent. semi-annual; Baltimore Warehouse Co., 3 per cent. semi-annual; the Citizens' Bank of Savannah, \$3 per share; Savannah Bank & Trust Co., \$3 per share; Germania Bank of Savannah, \$3 per share semi-annual; First National Bank, Newport News, Va., 3 per cent. semi-annual; Columbia Trust Co., Louisville, Ky., 1½ per cent. quarterly; Louisville Railway Co., 1 per cent.; Canal Bank, New Orleans, La., \$3 per share; New Orleans National Bank, \$15 per share semi-annual; Planters' National Bank, Richmond, 6 per cent. semi-annual; Security Bank of Richmond, 3 per cent. semi-annual.

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Financial Notes.

The State Fair Association of North Carolina has decided to pay 6 per cent. on its bonded indebtedness of \$26,500.

The Cottrell Insurance & Loan Co. of Newport News, Va., announces that after January 15 next the price of its stock will be raised from \$100 to \$125 a share. As an indication of the success of the company within the two years of its existence, it has acquired a surplus of \$25,000 on a capital of \$40,000, in addition to paying semi-annual dividends of 3 per cent. This is an indication of the way in which business at Newport News is expanding.

Governor Tyler of Virginia has undertaken, it is announced, to make a statistical comparison of Virginia with Mississippi, Missouri, Kentucky and North Carolina, to be submitted to the legislature for the purpose of stimulating the pride of the State and the commercial sentiment in favor of wide publication of the advantages of the State.